

TRAFFIC CLUB OF NEW YORK

BULLETIN



Fiftieth Anniversary Issue

1906 - 1956

FIFTIETH ANNIVERSARY PRESIDENT



PRESIDENT'S MESSAGE

It is indeed an honor to serve as your President during this, our Golden Anniversary Year. Fifty years of steady progress lie behind us; many, many fruitful years lie ahead. The building blocks of the past are our stepping stones to the future. I dedicate this Anniversary Issue of the Bulletin to all those who have labored long and hard to make our Club a success. And a success it is indeed—self-reliant, serious, solvent, strong in unity. May God keep it so.

E. A. O'BRIEN

HISTORY OF THE TRAFFIC CLUB OF NEW YORK

Prologue

While the Traffic Club of New York was officially organized in the spring of 1906, the circumstances leading up to that happening had their roots in the soil of many years back. During the 1860's in fact, when the railroads were very young, most of the Eastern Trunk Lines and some of the Western lines established agencies along lower Broadway in New York City to solicit freight and passenger traffic.

At times, the competition between these representatives for the elusive car or passenger developed almost cutthroat tendencies; but even from the earliest days, these men, the fore-runners of the Broadway squad of later years, from their constant contact with the shipping and traveling public and with one another, developed a spirit of friendliness and camaraderie when off the field of battle, which was bound in time to lead to a closer association of their interests for the common good. The motto of the Three Musketeers, "All for one, one for all," became their motto, and toward the end of the nineteenth century, a series of informal gatherings at noontime became popular.

It remained, however, for Charles A. Florence, then General Eastern Agent of the Illinois Central Railroad, to conceive the idea of having these meetings become a permanent institution along Broadway, and so, in 1901, the Community of Interests Luncheon was initiated. This first forefather of the Traffic Club included, perhaps, twenty-five active members, and luncheons were held to which representatives of the shippers were invited and formal addresses made. In 1903, the name was changed to Community of Freight Traffic Interests, the shippers became regular members, and the luncheons developed into an Annual Banquet, held in late February or early March, and starting at four o'clock in the afternoon. No doubt, this early hour was adopted to be sure that all the diners would be seated by seven o'clock.

Among the speakers at the 1906 banquet was August F. Mack, then export representative of the United States Steel Corporation. During the course of his remarks, he pointed out that the time had arrived when the Carrier and Shipper representatives of the City of New York should get together and form an enduring organization to further their common interests. The idea was enthusiastically received and a small group decided to meet in a few weeks to plan a course of organization.

THE BEGINNING

The year 1906 was an eventful one. San Francisco was devastated by a violent earthquake and fire. Stanford White, noted architect and the designer of Madison Square Garden, was shot by Harry K. Thaw. The first musical program was transmitted by radio from Brant Rock, Mass. to Plymouth, Mass., a distance of 11 miles. George M. Cohan produced "Forty-Five Minutes from Broadway," a hit show featuring Fay Templeton. Also playing on Broadway was the "Red Mill" and "Brewster's Millions." Down in Washington, Congress passed the Hepburn Act and the Carmack Amendment which, among other things, required interstate carriers to issue through bills of lading, and gave the Interstate Commerce Commission powers to fix maximum rates. Traffic and transportation men everywhere were awakening to their problems and responsibilities. It was in such a year that the Traffic Club of New York was born. The date was April 10, 1906.

That evening, twenty-nine members of the "Community of Freight Traffic Interests," met at the Arkwright Club, 320 Broadway, and were called to order by H. L. Joyce, who was chosen Temporary Chairman, and Charlton A. Swope, Temporary Secretary. It was the unanimous and enthusiastic opinion of those present that a permanent organization of traffic and transpor-

tation men in the New York area would be of great benefit, and it was resolved that the name of the organization should be "The Traffic Club of New York." A committee was appointed to draft a Constitution and By-Laws, and M. F. Anderson, Traffic Manager, Standard Oil Cloth Company, was selected Chairman.

The first official meeting was held on May 9, 1906, with Elisha G. Warfield of the Mallory Steamship Lines presiding as Temporary Chairman and Charlton Swope of the Louisville & Nashville Railroad recording the minutes. The draft of the Constitution and By-Laws submitted by the Anderson Committee was adopted unanimously. It provided that the purpose of the Club should be to cultivate closer relations between carrier and shipper, and promote their best interest.

The qualifications for membership were stated in Section 1 of the Constitution:

"Any male white person, twenty-one years of age or over, of good moral character, and who occupies an official position in the traffic department of any railroad, industrial, steamship, or transportation company, and allied interests, or any member or official of a firm which is a large shipper but does not have at the present time a traffic department, residing within fifty miles of New York, may be admitted as an active member."

The annual dues for resident members was fixed at ten dollars, and non-resident members at five dollars. A Nominating Committee was appointed to report at the next meeting.

The next meeting was held six days later on May 15, 1906, in the rooms of the "Official Guide" and was called to order by Temporary Chairman Warfield. The Nominating Committee reported it had been able to persuade Mr. Burns Caldwell of the Lackawanna Railroad to accept the nomination of President. A complete list of the nominees who were elected that night as the first officers of the Traffic Club of New York is as follows:—

PRESIDENT

Burns D. Caldwell, Vice President,
Lackawanna Railroad

VICE PRESIDENTS

George T. Smith, General Agent, Pennsylvania Railroad; L.W. Donnalley, Traffic Manager, Diamond Match Company; C. F. Daly, Pass. Traffic Manager, New York Central Lines; H. L. Joyce, Vice President, Interstate Lighterage Co.; R. Tenbröck, General Eastern Agent, Union Pacific Railroad

TREASURER

E. G. Warfield, Traffic Manager, Mallory Steamship Lines

CORRESPONDING SECRETARY

C. H. Tiffany, Traffic Manager, West Virginia Pulp & Paper Co.

RECORDING SECRETARY

C. A. Swope, Eastern Freight Agent, Louisville & Nashville Ry.

Nine men were elected to constitute a Board of Governors which met and organized the very next day. The Constitution and By-Laws adopted and printed May, 1906 listed fifty charter members.

An invitation to join the Club, enclosing a copy of the Constitution and By-Laws was mailed out by Secretary Swope on June 1, 1906 to prospective members. The first regular meeting was held at the Hotel Astor during the evening of September 25, 1906, with President Caldwell presiding. Chairman Anderson of the Board of Governors reported at this meeting that the Club had accepted 186 resident members and 119 non-resident, a total of 305, with 26 applications pending.

The First Committees

The standing committees first established were four in number: Membership, Auditing, Entertainment, and the Committee on Literature and Art. The duty of the last Committee was to prepare in advance papers on topics dealing with transportation problems and to arrange discussions for the monthly meetings of the Club. Its name was changed at the November 1907 Annual Meeting to the "Committee on Speakers and Papers," and at the same meeting a Publicity

Committee and an Historical Committee were established.

The By-Laws at the outset provided for the holding of a regular meeting of the Club on the last Tuesday of each month at 8:00 P.M., except during June, July and August, with the Annual Meeting on the last Tuesday in November for the election and installation of officers and members of the Board. The monthly meetings were held at the Hotel Astor and sometimes at the Waldorf-Astoria.

From the earliest beginnings of The Traffic Club of New York its meetings attracted many serious-minded men. The usual program consisted of a speaker, followed by entertainment.

At the October 1907 Monthly Meeting of the Club, official visits were made by Louis C. Bihler, former President of the Traffic Club of Pittsburgh (which had been established in December 1902) and by Frank C. Bentley, President of the Traffic Club of Chicago which had been organized that year (1907). The Traffic Club of New York is thus the second oldest traffic club in the United States.

The First Annual Dinner of The Traffic Club of New York was held at the old Waldorf-Astoria on Saturday, February 16, 1907, with Elisha G. Warfield acting as Chairman, assisted by M. F. Anderson and A. F. Mack. The charge was \$4.00 per plate for the complete menu, including wines, liquors and cigars. There were five Guest Speakers, each giving a short, timely address.

At its Second Annual Banquet which was held at the Hotel Astor on March 6, 1908, in President C. S. Keene's administration, with George A. Cullen, General Passenger Agent, Lackawanna Railroad, as Toastmaster, our Club had as its Guest Speaker the Honorable Charles Evans Hughes, Governor of New York.

Summer Outings

One of the innovations of the year's program in 1908 was the Summer Outing, which was so thoroughly successful that a general desire was expressed to have it made a fixed

event in the future. Old timers will recall the Annual Clambake at Witzel's Grove at College Point on Long Island, near the site of the present Bronx-Whitestone Bridge. The steamer "Nassau" of the Montauk Steamboat Company (an associated company of the Long Island Railroad) was chartered for the outing for a number of years. Upon docking at Witzel's Grove, the officers of the "Broadway Squad," dressed as policemen, lined up abreast and led the procession from the gangplank to the grove with band playing and flags waving. The Clambake was discontinued in 1919. In 1920 a Summer Outing was arranged by chartering the steamboat "Highlander" for a trip to Bear Mountain for dinner and sports. Each year thereafter the problem of finding a suitable place for the Outing confronted the Entertainment Committee.

In 1921 our Summer Outing was held at Gedney Farms, near White Plains. From 1922 on, except for one outing at Schmidts Farm, Scarsdale, N. Y., our Annual Outings were held on the spacious grounds of the New York Athletic Club at Travers Island, Pelham, N. Y. There our members in summer regalia enjoyed a full day of conviviality, climaxed by a superb Shore Dinner.

World War I

Some will remember the great "Preparedness Parade" which was held one Saturday afternoon just before the United States became involved in the First World War. Over 125,000 persons marched up Fifth Avenue that day. The Traffic Club of New York officially participated in the parade as part of a Transportation Division headed by Walter Marshal. The start of the parade was at the Produce Exchange on Beaver Street, and Forty-Second Street was reached by 7:00 that evening. There were, of course, a few desertions from the ranks prior to the arrival at Forty-Second Street.

Our country entered the War on April 6, 1917. In December 1917, the Federal Government took possession of, and assumed control

HISTORY OF THE TRAFFIC CLUB OF NEW YORK — (Continued)

over, all railroads and domestic steamship lines. On April 9, 1918, Director General of Railroads, William G. McAdoo, commanded the discontinuance of all traffic agencies not located "on line," which resulted in the closing on Broadway of many long established off-line offices. Office space was relinquished and representatives were released, or assigned to other duties. They were employed on their railroads wherever possible, but in some cases removal from their homes was impractical and men trained for years in traffic work, especially solicitation, were forced to seek other employment. This had an adverse effect on the membership of The Traffic Club of New York and most other Traffic Clubs.

Most shippers were astounded by the issuance of General Order No. 1 on December 29, 1917, which provided that the designation of shippers routing be disregarded when speed and efficiency of transportation would thereby be promoted.

Federal control of carriers continued through to February 29, 1920, for a total period of twenty-six months. At the end of Federal Control and with the return of the railroads and domestic steamship lines to their owners, as provided for in the Transportation Act of 1920, the former off-line offices of the railroads reopened and many members of our Club returned to their former positions. Locations of offices changed from the street level on lower Broadway to upstairs, with some offices moving to the mid-town area. The Traffic Club Bulletin in its March, April, May, September and October issues in 1920, printed on the outside back cover a Directory of Off-Line Offices, revising it in each issue to keep up with the opening of additional offices. This was a handy reference for our Club members and others. Fast freight lines having been discontinued after the War, the Broadway offices which they maintained prior to Federal Control became a fond remembrance of the past and closed another colorful era.

Traffic Club Emblem

A Traffic Club of New York emblem, consisting of a flag and insignia, was designed in 1914 and improved upon in later years. This emblem was later fashioned into an attractive lapel pin made of rolled gold and enamel. These pins were very popular in the 1920's and were sold by the Secretary for \$1.00 each.

Plans for a Clubhouse

Going back for a moment, by the time The Traffic Club of New York had been in existence one year, its membership numbered over 500 resident and non-resident men. We find that plans were then formulated to obtain permanent club quarters. In a printed circular distributed by the Membership Committee on May 15, 1907 to prospective new members (with application blank for membership attached), it is interesting to note that the objective was stated as follows:

"New York, the great commercial metropolis of our Country, should have a Club where all interested in Traffic in any way, both Freight and Passenger, can meet regularly in a social way and discuss those matters that are of the greatest interest to us all."

"We propose at every one of our monthly meetings to have a paper read on some phase of this great subject, such papers to be open for discussion by the members present and a copy of all papers mailed to every member of the Club both resident and non-resident."

"It is our hope to ultimately establish in New York a club house where the Shipper and Carrier, the Traveler and Passenger Agent can make his headquarters whenever in our City, and where his surroundings will be pleasant and congenial, and at a very modest cost, where everything will be done to bring together and make more pleasant and closer, those relations which should exist, and which are sure to inure to the benefit of all."

Our First Home

During the year 1914, the question of establishing permanent headquarters with facilities for luncheon, dinner, etc., was again brought before the Club. A special Committee was appointed which made a survey, and a proposition was submitted to the Club members, including a proposal to increase dues. A mail vote taken showed 192 in favor and 496 not in favor, which stymied the matter temporarily.

Principal objections were to establishing the quarters "uptown."

In 1922, during the Administration of President T. T. Harkrader, Traffic Director of the American Tobacco Company, the matter of a Club House was successfully revived and the Traffic Club of New York, in November of that year, established its first permanent quarters in the old Waldorf-Astoria Hotel, thus attaining a long-cherished ambition. In order to secure the permanent club quarters without taking funds from the reserve which had been accumulated over the years, it was necessary to increase the yearly dues from \$10 to \$25 for resident members and from \$5 to \$10 for non-resident members.

The opening of our first clubrooms in the Waldorf took place on October 23, 1922. They consisted of a reception hall, a large main room and lounge, an office and Board Room, a cigar stand and a dining room that could accommodate 125 members. The Club rooms were open from 10 A.M. to 10 P.M. every day except Sunday. Ladies were invited during hours from 11 to 3, and carried cards permitting them to sign. The Dining room served breakfast, lunch, dinner and supper. Refreshments came from the famous Waldorf Bar.

The Club's membership in November, 1922 totaled 1,659, made up of 1,427 resident and 232 non-resident members. The Club remained in its first home in the old Waldorf-Astoria from 1922 until the time that hotel was demolished in 1928 to make way for the new Empire State Building. Many fond memories are held of our quarters there and especially the ninety-cent club luncheon, which could not be excelled anywhere. Pleasant associations of the past are today provided by the paintings and statuary from the old Waldorf-Astoria which grace our present club quarters.

We Move to the Park Central

In 1928, following announcement that the Waldorf was to be torn down, a special committee with T. T. Harkrader as Chairman was ap-

pointed to seek new quarters. They thoroughly canvassed the best hotels but found few of them that could fill the bill. The Hotel McAlpin evinced some interest but the space they had to offer was not considered desirable. Mr. Statler of the Pennsylvania Hotel offered to build quarters for us on top of the hotel, but wanted about \$100,000.00 for construction costs and suggested that meals be served by a dumb-waiter from the basement kitchen. This, however, was not considered practicable.

After a long and intensive search, it was agreed that we take over two floors in the tower of the Park Central Hotel on 55th Street and Seventh Avenue, which was then quite new. The plan involved a considerable problem of reconstruction and furnishing which required a large cash advance by the club, most of which was amortized by deductions from rental payments. A modest increase in our membership dues was made coincident with the move.

We took possession of our new penthouse on August 1, 1928. They were indeed charming, located on the 28th and 29th floors with a magnificent view on all sides. There was a spacious lounge, a dining room, a conference room, card rooms, a smoking lounge and a terrace. We were served by a private elevator, and after nine o'clock (P.M.) the dining room with its dance floor and its splendid radio-victrola provided a night club atmosphere for the after-theatre crowd. A special attraction was our corps of waitresses who added charm to our lunches and dinners.

We remained at the Park Central for six years.

Depression

The stock market crash in 1929 ushered in a period of Depression that had far-reaching effects. Many members of our Club lost their jobs, had their salaries cut, or moved out of the city. Membership dropped from over 1800 in 1929 to less than 1300 in 1933.

The Club's Governors, Officers and Committee worked hard to keep things on an even keel. Financially

we were in good shape. Funds were set aside by the Governors to assist needy members. An alert and active Employment Committee was set up and operated by men such as C. A. Swope, D. T. Waring and G. C. Lucas. It was remarkably successful in getting jobs for a considerable number of our unemployed members.

Club morale was kept high by low-cost activities arranged by our Entertainment and Sports Committees. Our Meetings and our Dinners continued to feature prominent speakers such as Mayor F. H. LaGuardia of New York City, Grover A. Whalen and U. S. Representative Hamilton Fish, Jr.

Our House Committee was especially alert to the downward gyrations of the dollar. They made arrangements with the Park Central's management to drop the price of our Club Luncheon (appetizer, soup, entree, dessert and coffee) to 75 cents. A sandwich luncheon with dessert and coffee could be obtained for 50 cents. The price of the full-course Dinner served after six o'clock in our Dining Room was \$1.25. In 1933 our lease at the Park Central was renewed for one year at a substantial reduction in rental.

Most of our members were anxious to have our quarters moved to a more central location. It was inconvenient to travel over to West 55th Street, especially at midday. A special Committee headed by Jack L. Williams was designated to explore the possibilities. They studied many sites and received many offers, including a particularly attractive one atop the Lincoln Building, 60 East 42nd Street. A consensus favored the Hotel Biltmore at Madison and 43rd Street, where quarters were available that were formerly occupied by another club. It was decided to move to the Biltmore on the termination of our lease at the Park Central.

New Quarters—Hotel Biltmore

The Formal Opening of our new club quarters was held on June 26, 1934. It was an event which will live long in the memories of one thousand members and guests who turned out.

After luncheon and the official opening ceremonies in the afternoon, there was an informal dinner in the Dining Room attended by the ladies, thus affording them an opportunity to inspect the new club quarters while enjoying suitable refreshments and entertainment. Paul Whiteman and his orchestra provided music for dancing.

Our arrangements with the Biltmore provided that revenue from food and beverages would accrue to the Hotel, which in turn supplied the waiters, bartenders, checkers, porters and kitchen help. A spacious kitchen adjacent to our dining room supplemented the main kitchen on the lower floors.

Repeal of the Prohibition Act a year earlier made it possible to install a tap-room in our new quarters, resplendent with a stand-up bar, tables, a lounge and—a free lunch counter. Our Bar, with its brass rail, proved to be a most popular rendezvous until the Hotel's Management, because of State Liquor regulations, had to immobilize it coincident with the opening of the new Biltmore Men's Bar off the lobby. (New York State regulations then allowed only one "stand-up" bar in any hotel).

An added feature in our new Club rooms was a stock ticker, which was installed by Harriman and Company, through the courtesy of George C. Whitney.

Our Club in 1934

Let us see who was who around T.C.N.Y. during the summer of 1934. J. W. Roberts, Perishable Traffic Manager, Pennsylvania Railroad, was Club President; Charles W. Braden (National Distillers) and Walter H. Lancton (Lehigh Valley Railroad) were Vice Presidents. Richard H. Goebel of the Rubber Manufacturers Association was Secretary and Dabney T. Waring, then Traffic Manager of the Stauffer Chemical Company was Treasurer. William B. Ahern was Club Manager. The Club's quarters remained open from 7 A.M. to 12 midnight, daily, Mondays through Saturdays, and breakfast, as well as lunch and dinner, was obtainable in our Club dining rooms. The Club

HISTORY OF THE TRAFFIC CLUB OF NEW YORK — (Continued)

listed assets of \$80,722.96 and its membership consisted of 982 resident and 338 non-resident.

Andrew G. Anderson of the Socony-Vacuum Corporation was Chairman of the Entertainment Committee; T. T. Harkrader, American Tobacco Co., was Chairman of the Dinner Committee; Ambrose J. Seitz, Union Pacific Railroad, was Chairman of the House Committee and James A. Shirras, of the Robeson Process Co., was Chairman of the Board of Governors. Asa Colton of New York University was Editor of the Bulletin.

We Lose a President

President Roberts died during his term of office—on September 5, 1934. A sorrowful Board of Governors dedicated a bronze plaque to his memory. Charles W. Braden was elected Club President in late November, 1934, and a New Year's Party, arranged by the new Entertainment Committee Chairman, Tom P. Conners, of American Tobacco Co., was held in the Club Rooms on December 31, 1934. It brought out a record number of members and their wives.

The Club's Annual Dinner was held on February 21, 1935 in the Grand Ballroom of the Hotel Commodore. It was arranged by Carl A. Waltz, Chairman of the Dinner Committee. The principal speaker was the Honorable Jesse H. Jones, Chairman of the Reconstruction Finance Corporation. Following his speech, entertainment was provided at which one of the male singers sang a song composed by President Braden. It went like this:

THE TRAFFIC CLUB SONG (Tune: On the Road to Mandalay)

1

On the isle of old Manhattan, look-in' out-ward to the sea
Where Broadway is a calling, calling and beckon-in' to thee,
Then from the East and West we gather to the Street we love so dear,
Finding in its warmth a welcome, and an everlasting cheer.

CHORUS

Dear old New York Traffic Club, how we all look up to thee,
From the time we reach Broadway, and on to our eternity,
With the passing of each year, be we far or be we near,
We will gather here together, and sing thy praises and thy cheer.

2

San Francisco has her Golden Gate, and Chicago her stock yards too,
But what are they compared to Broadway with its Squad that's tried and true,
Then up the Street we wander as the temple bells they say,
Come you back to old Broadway, come you back to old Broadway, come you back to old Broadway.

Things Look Up

Economic conditions were improving gradually by now and the worst of the Depression had worn off. By 1937 our membership had increased to 1500 and our Treasurer reported total assets amounting to \$91,815.45.

George C. Lucas was President that year and Charles J. Brister of the New York Central headed up our Board of Governors. Our Banquet at the Commodore drew 2100 and heard James A. Emery discuss "The Great Traffic Dispute." The Associated Traffic Clubs Convention was held in New York City that Spring with the indomitable Col. T. T. Harkrader (American Tobacco Co.) serving as Chairman of the Committee of General Arrangements.

In 1937, cards affording signing privileges in the Clubrooms were issued to the ladies. In addition to its noonday and monthly meetings, which featured speakers on some serious theme, our Club in 1937 sponsored Bowling, Golf, a Summer Outing, a New Years Eve Party, an Easter Party and a Public Speaking Class.

There were some within the Club who believed that we should underwrite a course of study in traffic with textbooks, lecturers on technical subjects, etc. After careful deliberation the Club's Governors decided that to enter this field would result not only in a division of effort but would bring direct competition to many members of the Club whose business was education. Rather, it was decided, the Club would continue to

sponsor an educational program along broad lines—having outstanding authorities in various fields address our members at monthly luncheon meetings, at dinners and on special occasions.

Our Public Speaking class was making good progress, but efforts to revive interest in a Glee Club met with little success.

In 1939 we renewed our lease at the Biltmore for another five years. Our quarters were renovated and enlarged. New carpeting was put down, indirect lighting was installed, a sound-proof ceiling was put in the tap room, mirrors were put on the pillars and new furniture was brought in. That year brought two World's Fairs—one in New York—the other in San Francisco. But it also brought War in Europe, which began with Hitler's invasion of Poland over the Labor Day weekend.

The War Years

Much credit is due to the Officers and Directors who guided the Club through the critical years from 1942 to 1945. Wisely, they discontinued many purely social functions. The Annual Dinner was suspended for the duration, except for a special "United for Victory" Dinner held in 1944 during Charlie Beard's regime. Sports activities continued, however, as did some of our affairs, such as the Kiddies Easter Party, the Outing and the Christmas Luncheon, that were important to keep morale and spirits high.

Many of our members joined the armed services and many more transferred out of the city. It will be recalled that a considerable number of off-line railroad representatives were called to serve on-line, supervising troop movements and the like. Club membership dues were waived for those in Military Service. Our Employment Committeemen were busily engaged finding good men (and women) for the right jobs.

Joseph B. Eastman, Director of the Office of Defense Transportation, addressed 1500 of our members and guests on October 6, 1942 and

briefed everyone on the new transportation regulations and how our transportation machine was being geared to meet the demands of a two-front War.

Many of our members assumed added duties connected with the war effort, and the club itself sponsored a number of patriotic fund-raising and conservation projects.

Our clubrooms, including the dining room, tap room and grill, remained open Mondays through Saturdays, and afforded a quiet, attractive oasis and retreat for weary members and their families in a city teeming with wartime crowds and excitement.

"V.E. Day" came at last on May 8, 1945 with a proclamation from President Truman announcing the end of the war in Europe. Japan capitulated that same year. We were now ready to return to progressive, peacetime pursuits.

We held our Outing at Schmidt's Farm in Scarsdale that summer, and at Christmastime the "Bulletin" carried this message:

"It is the earnest wish of the Officers and the Governors that all our members and their families enjoy a good old-fashioned Yuletide. Coming as it does after a War of intense fury, we have every reason to be thankful that the conflict was brought this year to a long-sought conclusion, and a victorious one. We rejoice that the shadow of horror and suspense has been swept aside and once more we can disperse the warmth and love which all people are wont to share during this Holy Season. Merry Christmas and a Happy New Year!"

The Past Ten Years

We will skim rapidly over the more recent years, since these are fresh in the memories of most of our members. Highlights include a substantial increase in Club Membership which now stands at 2775 (1674 resident; 886 non-resident, 212 honorary and 3 service); improved financial status, with total current assets exceeding \$265,000; record attendance at our meetings, dinners, sporting events and social affairs; and a

heightened interest in serious matters affecting the traffic fraternity. We are comfortably ensconced in our improved quarters at the Biltmore with lounge, dining room and air-conditioned grill room downstairs, and a commodious library, card rooms and private dining rooms upstairs.

Our Committees are large and active. The Entertainment Committee efficiently arranges and handles events such as the Children's Easter Party, the Summer Outing, Thanksgiving and Christmas Turkey Lunches, and Ladies' Night activities, including the recent Minstrel-Variety Show. The Sports Committee handles events such as Bowling, Golf, Fishing and Horse Racing. The Dinner Committee arranges the Annual Banquet, and the various monthly meetings, including the Boxing Bouts. The Speakers Committee provides high-calibre men to address our assemblages—men such as the Honorable Sinclair Weeks, Secretary of Commerce of the United States; the Honorable Arthur E. Summerfield, Postmaster General of the United States; and the Honorable H. E. Tallmadge, Governor of Georgia.

The Membership Committee keeps a watchful eye over our membership and carefully screens those aspiring to join our Club. The conscientious Reception Committee are always on hand to greet members in the Club rooms and at our various affairs. The alert Members Advisory Committee handles employment matters.

The thoughtful Visiting Committee looks after those who are ill. The Publicity Committee maintains contact with the press and the various trades publications. The Historical and Fine Arts Committee is custodian of our "objects d'art" but, more realistically, manages our Public Speaking Classes, including a recently-organized club chapter of Toastmasters, International.

And so we have it. Time has been kind to the Traffic Club of New York. We have progressed steadily through the years. We are now the largest Traffic Club in America. We strive, modestly, to be also the best.

The vanished hand, and the voice that is still, have made an indelible impression upon us. Each succeeding administration has built firmly upon the foundation of preceding ones. We dedicate this Fiftieth Anniversary issue of our Club's Bulletin to all those who have trod the path before us—and to the bright future that lies ahead.

THE CLIQUE

What is "The Clique?" 'Tis a body of men

Who attend every meeting, not just now and then,

Who don't miss a meeting unless they are sick—

Those are the men that the grouch calls "The Clique."

Who don't make a farce of that magic word—"work,"

Who believe in the motto—"Not a job will I shirk";

Who never resort to an underhand trick,

These are the men that some call "The Clique";

The men who are seldom behind in their dues,

Who from the meeting do carry news;

Who attend to their duties and don't seek a kick,

These are the men the crank calls "The Clique."

We all should be proud of members like these—

Then can call them "The Clique" or whatever please,

But there are some people, who always find fault,

But most of this kind are not worth their salt;

They like to start trouble but seldom will stick—

And leave all the work to be done by "The Clique."

(Reprinted from the January, 1933 issue of the "Bulletin").

CHARLTON A. SWOPE

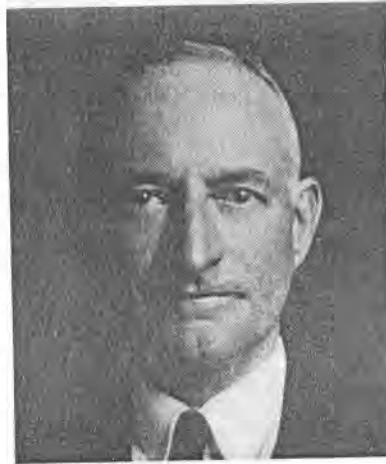
This Anniversary Issue of the Traffic Club Bulletin would not be complete without a column for that venerable and respected patriarch—Charlton A. Swope. Mr. Swope is no longer with us. He passed away on October 14, 1949, at his home in Richmond Hill, L. I. He was 86 years of age at the time.

Born near Seymour, Indiana during the Civil War, he witnessed during his childhood the historic days of reconstruction and the phenomenal growth of rail transportation in this country. His father was Agent for the railroad then serving Seymour (now a part of the Pennsylvania System), later went into business for himself. Young Charlton attended Hanover College in Hanover, Indiana and graduated in 1885. It was a rare thing to be a college graduate in those days. In 1886 he took his first job as private secretary to the General Freight Agent of the Louisville and Nashville Railroad in Louisville. He must have made quite an impression for in 1898 that road sent him to represent them in New York as Traveling Freight Agent. In 1903 he was appointed General Eastern Freight Agent for L&N with jurisdiction over all of eastern territory. He remained in this post until 1940 when he was retired.

A Charter Member of the Traffic Club of New York, its Secretary for 23 years, president in 1930 and a member of the Board of Governors for 27 years, he was undoubtedly the greatest single factor in developing our Club to its present status. Upon his retirement in 1940 a testimonial luncheon was given in his honor which was attended by over 800 of his friends and associates. He was later given Honorary Life Membership in our Club.

THE LIVES OF GEORGE F. HICHBORN

As one of the Club's Charter Members, Chairman of the Board of Governors for many years, its President in 1929, and as enthusiastically active today as he was fifty years ago, the name of George F. Hichborn, retired Director of Traffic, United States Rubber Company, is inextricably mingled with the progress of the Traffic Club of New York and its brother organization—the Transportation Outing Club.



He was born in Boston, Mass. and started railroading as an office boy in the General Manager's office of the National Despatch Fast Freight Line (Central Vermont - Grand Trunk route) in September, 1892. He worked up through various jobs to Traveling Freight Agent, New England territory. On January 1, 1903, he came to New York City as General Agent, Great Eastern Fast Freight Line, 290 Broadway. Four years later in 1907 he became General Traffic Manager, United States Rubber Company, whose offices were then located at 42 Broadway. In 1911 the U. S. Rubber Co. moved uptown to 1790 Broadway, and George moved with them. He was appointed Director of Traffic in 1939, and was retired on January 1, 1944.

Mr. Hichborn was one of the early

members of the Transportation Outing Club (TOC) and served as its President from 1932 to 1955. A long-time member of the New York Athletic Club, it was he who originally arranged the use of the Travers Island, N. Y. Club House for our Annual Traffic Club Outings.

Following his retirement, Mr. Hichborn did not become idle, but kept in touch with his many friends. Following the last World War he organized the "No Work—No Worry" Club of retired transportation men. This group, now grown from an original ten to over a hundred, holds an annual meeting at the Grey Gull Inn, Clearwater, Florida.

Mr. Hichborn can be seen regularly around in the Club rooms and wherever traffic men congregate. He shows a lively interest in the affairs of the day and when he isn't in Florida, he can be found around his house at 105 West Crescent Avenue, Ramsey, N. J.—where he and Mrs. Hichborn live happily and actively. His age—81 years *young!*

SUCCESS FORMULA

1. POISE: Avoid becoming too intense. Be master of yourself and the situation at all times.
2. DISCUSSIONS: Keep all discussions from becoming arguments. Otherwise they will be unprofitable, and you will lose your case as well as your friend.
3. DECISIONS: Make decisions which are practical and decisive.
4. ACTION: When you have made a clear-cut decision, ACT. Waste no time procrastinating.
5. CONCENTRATION: Concentration and distractability are incompatible. Finish one thing, then take up the next.
6. EFFICIENCY: Do a thing quickly and do it well. One of the most common forms of inefficiency is using more emotional and other energy than is necessary to do the job.

THE TRAFFIC CLUB OF NEW YORK AND THE ASSOCIATED TRAFFIC CLUBS OF AMERICA

On December 21, 1921 we invited Henry A. Palmer, then Editor and Manager of the "Traffic World" in Chicago to address us. His subject was "Traffic Clubs—Their Opportunities." During his talk he made several suggestions, one of which was the need for an association of traffic clubs on a national scale. The idea brought a warm response from our membership. President T. T. Harkrader appointed a special committee, with W. J. L. Banham (General Traffic Manager, Otis Elevator Co.) as Chairman, to study the subject and contact other traffic clubs to develop whether interest was sufficient to progress the idea.

Mr. Banham and his committee found sentiment heartily in favor of a national association, and on May 15, 1922, he called a meeting in Chicago and extended invitations to fifty other traffic clubs to attend the meeting. Twenty-seven clubs responded, and as a result of the meeting a constitution was adopted and the Associated Traffic Clubs of America came into being (May 17, 1922.)

Mr. Banham was elected President of the new organization, S. A. Butler, FTM, Frisco Lines, St. Louis was elected Executive Vice-President and B. L. Birkholz, then General Agent for the El Paso & Southwestern Railroad in New York was elected Secretary; T. T. Harkrader became a Director.

The Associated Traffic Clubs of America has grown steadily from its constitutional "core" of 27 member clubs to its present membership of 212 clubs, representing nearly 50,000 men and women in the traffic profession.

Its inception, growth and progress has been due in no small part to the cooperation of the Traffic Club of New York and the selfless activities of men such as T. T. Harkrader, Walter Bockstahler, J. M. Fitzgerald, C. A. Swope, B. L. Birkholz, C. W. Braden, C. H. Beard, J. P. Krumech and H. H. Meyer.

CARRIE HENOCH

It's no easy thing to have many bosses—and it takes a lot of tact and ability to keep 'em all happy. But that's just what Carrie Henoach did for the many years (1929 to 1953) that she served as Head Bookkeeper, Office Manager and General Custodian of our Club's fiscal affairs.

Carrie received her training in Traffic Club work under the capable guidance of C. A. Swope—our perennial Club Secretary. Prior to her appointment to the Club's permanent staff on March 1, 1929, she was Secretary to Mr. Swope down at the Louisville and Nashville Railroad's offices at 309 Broadway. She did much of the Club's work in her spare time while she was still with the L&N. In addition she was one of the seven women who organized the Womens' Traffic Club of New York in 1931. She served as President of that Club in 1933-1934.

Carrie left us on September 15, 1953 to be married. The lucky man was Mr. Ismar Baruch, who was in

T. O. C.

The Transportation Outing Club (T.O.C.) was founded in 1899 in Canarsie, L. I. by R. F. Feist, Agent, Pennsylvania Railroad.

Its purpose was to promote social intercourse among members and friends, and to hold Outings and Clambakes each year, whereat friendships could be strengthened. George F. Hichborn joined this band in 1904, when it had only 50 members. T.O.C. faded out during the period of World War I, but interest was revived during the 1920's. Originally, the dinners of T.O.C. were held in the Crescent Athletic Club in Brooklyn, but were transferred later to the New York Athletic Club, of which Mr. Hichborn was a member. Robert J. Menzies of the International Nickel Company served as T.O.C. President from 1921 through 1932. On October 18, 1932, Mr. Hichborn was elected President, and remained thus through the years until 1955 when William E. Malone of Lever Bros. Company became President. T. O. C.'s outings have ranged far and wide. In 1904 an Outing was held in Havana, Cuba; Virginia Beach in 1906; Schenectady in 1908; Boston, 1909; Portland, Me. 1913; Narragansett, R. I., 1934; Frances Farm, Rehoboth, Mass. 1935 to 1941 inclusive. Members found this latter place particularly attractive since the trip involved a restful steamer trip on the Colonial Line and a delicious Clambake with liquid refreshment at the Farm.

T.O.C. now holds a Dinner in the fall at the New York Athletic Club. Its spring Outing is held at Shawnee, Pa.



charge of U. S. Civil Service Job Classifications in Washington, D. C. Their happy life together was terminated by Mr. Baruch's death in 1955. Carrie is now back in New York and lives with her sister at 98-34 63rd Drive in Forest Hills, L. I.

PAST PRESIDENTS

The men pictured on this page, and on the two pages following, served as Presidents of the Traffic Club in days gone by. Physically, they are no longer with us but their memories are stamped on our hearts and their unselfish contribution to our Club's progress shall never be forgotten.



C. S. KEENE — 1908



E. G. WARFIELD — 1912



B. D. CALDWELL — 1906



GEORGE A. CULLEN — 1909



A. F. MACK — 1913



D. W. COOKE — 1907



JUDGE C. F. MOORE — 1910



R. H. WALLACE — 1914



GEORGE T. SMITH — 1907



F. E. HERRIMAN — 1911



W. C. HOPE — 1915

PAST PRESIDENTS — (Continued)



THOMAS A. GANTT — 1916



FRED E. SIGNER — 1920



W. A. SCHUMACHER — 1925



T. N. JARVIS — 1917



R. J. MENZIES — 1921



W. S. COWIE — 1926



W. L. WOODROW — 1918



T. T. HARKRADER — 1922



H. C. SNYDER — 1927



RALPH S. STUBBS — 1919



FRANK W. SMITH — 1923



CHARLTON A. SWOPE — 1930

PAST PRESIDENTS — (Continued)



LOUIS M. PORTER — 1932



J. W. ROBERTS — 1934



HENRY R. McLEAN — 1938



RALPH P. BIRD — 1933



CHARLES W. BRADEN — 1935



JAMES M. BREEN — 1945

What is this mystery that men call death?
My friend before me lies; in all save breath
He seems the same as yesterday—
His face
So like to life, so calm, bears not a trace
Of that great change which all of us
so dread.
I gaze on him and say: He is not dead,
But sleeps; and soon he will arise
and take
Me by the hand. I know he will
awake
And smile on me as he did yesterday;
And he will have some gentle word
to say,
Some kindly deed to do; for loving
thought
Was warp and woof of which his
life was wrought.
He is not dead. Such souls forever
live
In boundless measure of the love
they give.

CLUB PRESIDENTS

I've never been a president and what
I write today
Is merely what I've witnessed in an
unofficial way.
In the clubs that I belong to, every
president I've known
Has to bear the members' worries in
addition to his own.

They write him endless letters telling
him just what is wrong.
The water is too hot or cold, the tea
too weak or strong;
The apple pies are soggy and the
steaks and chops are tough;
The medium rare is overdone, the
well done, not enough.

They wait for him in corners, who?
at dinner he appears
Some complaining fellow member
has a grievance for his ears:
A few are being favored and the
president should know
Some get the choicest tables for the
tips which they bestow.

From the day that he's elected to the
ending of his year
The wailing of his fellows is the only
sound he'll hear,
Even friends will turn upon him
when some trifle goes awry;
Yet men seem to want the office—
and I often wonder why.

GASTRONOMICAL FIGURES

Of all the factors to be considered in the formation, growth and prestige of the Traffic Club of New York, right in front, you will find food and drink. Our history shows that our Club had its origins around a festive table where the fraternity consumed oysters, Supreme of Sole, Mignons of Beef, stuffed peppers, sweetbreads en Cocote and breast of duck all at one setting. With this repast they drank "Martillac" with the fish, "Cotes de Bourg" with the beef and "Ruinart Brut" with the duck. Total cost in 1906 for a tidbit like this—complete with all the trimmings—was but \$1.75 per person. The place was the Arkwright Club, 320 Broadway.

Our first Summer Outing (1908) revolved around food—"Clambake" was the magic word of the day. And so it went through the years, with only minor changes such as calling sauerkraut by the patriotic name of Liberty Cabbage and drinking French "75's." When Melee de Poisson was cried for it meant fish chowder and not a free-for-all.

At the old Waldorf in 1922, Traffic Club members had a luncheon choice of scrambled eggs with chopped Virginia ham, boiled scrod, Boston style, breaded lamb chop and spaghetti Milanaise or pork tenderloin with sweet potatoes, Bellevue, plus dessert and coffee—all for ninety cents.

Our House Committee saw to it in 1931 that luncheon prices were lowered still more at the Park Central and everyone partook of stuffed deviled lobster with potatoes Allumette, corned beef and cabbage with parsleyed potatoes, epigram of lamb with chop and mixed vegetables or capon hash on toast au gratin with puree of broccoli. The seventy-five cent charge for this included desserts like fresh cranberry pie, apple tapioca or baked pear au Porta and man-size demitasse.

From the advent of Prohibition until 1933 our Club rooms were "dry"

(they tell us) but in April of '33 a jovial Dutch party, complete with German band, ushered in "draught beer." We were then still in the Park Central.

The Depression brought on still further reductions in our club lunch prices. In early 1934 it was chicken, ham, tongue or swiss cheese sandwich, chocolate and nut cream pie and tea for fifty cents. Our daily average was 200 people at that time and the quarters were open daily, except Sunday, from 7:00 A.M. until midnight.

We moved to the Biltmore during the summer of 1934 and for a while our club gourmets could enjoy three meals a day, for breakfast was added to the cuisine. The more fashionable reveled with their "Oefs Brouilles" (scrambled eggs) eaten in the Club dining room about 10 A.M.

The War wrought vast changes in our eating habits and in the prices for food. By 1946 prices soared to \$2.40 for our Club Luncheons. Again our House Committee was instrumental in bringing about a lower-priced noon-time fare. Two years later our clubrooms were closed all day Saturday, as well as Sunday, but members showing their Traffic Club cards had the privilege of using the Biltmore Cafe for lunch at club prices. Our Bulletin bragged then that everything from Abalone steaks to Zebra livers could be obtained.

In 1950 arrangements were made to include gratuities in all checks for food and beverages (10% of beverage check, 15% of food check, 10% of joint beverage-food checks). "Steam Table" luncheons for \$1.65 were introduced to the membership and their guests.

Wine consumption has fallen off through the years. Now it is whiskey, gin and vodka, served straight, on the rocks, with tonic or in cocktails. Draught beer has disappeared from the Club, but bottled beer sales have been on a steady climb during the last five years. We now have Special Sandwich Luncheons for \$1.50 and a daily "Chef's Suggestion" like braised veal with fresh garden vegetables

and elbow macaroni, pineapple chiffon pie and beverage for \$1.90, which is served both in our Grill and main dining room. There are twenty-nine people involved in serving the epicures in the Traffic Club today—eleven in our kitchen staff, eleven in the dining room and seven in our grill. They are experts in taking care of what is out in front of the backbone of our Club membership.

CLUB MANAGERS

The first full-time manager of our Club was Mr. E. M. DeLany, who joined us in 1928 just after we moved from the Waldorf to the Park Central. In June, 1929 Mr. H. Paul Letsch took over, with Mr. DeLany as his assistant. In October, 1929 Mr. Sydney Greason became Club Manager and was succeeded by Mr. Gilbert R. Pearson. Still another change brought Mr. F. Saunders to our Clubrooms. (Something wrong here—maybe termites). Mr. Saunders remained with us until we moved from the Park Central in 1934.

Following our grand opening at the Biltmore on June 26, 1934, a club managerial staff was appointed consisting of:

William B. Ahern, Manager
C. G. Lemming, Assistant Manager
Leo G. Frechette
D. G. Kerns

Our beloved Carrie Hensch officiated in the club's office. Mr. Ahern remained until his death in 1945, when Carl Lemming took over as Manager and Leo Frechette became Assistant Manager.

In September, 1950, Mr. Lemming retired and our present Manager, Mr. Aloysius Routhier, came to us with a fine background of experience. Mr. Routhier was Assistant Manager of the Biltmore Hotel at the time of his appointment.

AMATEUR SHOWS

From the earliest beginnings of the Club, its members have delighted in the preparation and presentation of Amateur Shows. These were spectacular affairs, drawing large crowds and presented usually as a part of the program for Annual Ladies' Night. The shows were principally musical, with minstrels and specialty numbers. There were usually sketches lampooning the club, its officers and its better-known members. Humor, wit and good nature abounded and a good time was had by all.

The Traffic Club Bulletin in 1922 reported that 1500 members and guests attended the Amateur Show performance in the Waldorf-Astoria Hotel Ballroom during the evening of May 2nd. (It should be recalled that this was the year we established our first permanent Club quarters at the Waldorf-Astoria.) Frank E. Scott, General Agent, Southern Pacific Lines, was Master of Ceremonies that evening. Participants in the Show included Fred Juenger (Texas Gulf Sulphur Co.), Charles G. Metzler (Arnold Door & Co.), George C. Reinhardt (Northern Pacific Ry.) and Charles W. Braden, who was then G.T.M. of the U. S. Food Products Co.



SPEAKEASY DAZE

1936 AMATEUR MUSICAL SHOW



HAWAIIAN "MAIDENS"

Ladies' Night on April 29, 1924, featured a show known as the "Traffic Club Frolics," which was held at the old Waldorf and was sponsored by W. C. Connor of the C. & E. I. Railroad, Chairman of the Entertainment Committee. Paul Ripley was Club President that year. The show was written by Judge Charles F. Moore and featured a scene depicting a Roof Garden Annex to the Traffic Clubrooms. About 50 members took part, including C. W. Braden, S. C. Chiles, D. E. Crotsley, H. H. Meyer, F. G. Fitzpatrick, J. A. Gerlin, Ross F. Hobby and G. C. Reinhardt.

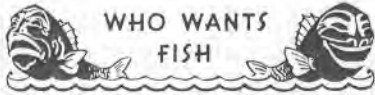
On May 3, 1927 there was another amateur show labeled a Tabloid Revue—a musical comedy written by C. W. Braden, assisted by H. H. Meyer and J. A. Shirras.

The shows continued intermittently through the years, transferring from the Waldorf to the Commodore after 1928.

In 1935, Tom P. Connors of the American Tobacco Co., then Chairman of the Entertainment Committee, presented a musical revue and

minstrel show which was enthusiastically received. The well-known Gus Cierety was hired as coach. Leo Rusch (International Forwarding Co.) acted as Master of Ceremonies and Bill Evans (B&O Railroad) was Interlocutor of the Minstrel. The "Who Wants Fish" Club was organized following the presentation of this show.

On May 2, 1936, Russell D. Gray promoted a musical March of Time entitled "Life is a Song." Walter Dallow of the New York Central was Stage Manager. The dance routines were coached by Chester Hale, Inc. under the personal supervision of Miss La Vonne Gundry. Taking part in this show were Charlie Beard, Bill Burns (Union Pacific RR), Tom Connors, Bob Cooke (American Newspaper Publishers Association), W. S. Ducey, W. T. Izzard, E. K. Laux, D. J. McCarthy (Reading Co.), R. J. Newberry, G. C. Reinhardt, W. L. Robinson (C. & E. I. RR) and George Zabriskie, then with the P&W. Va. Ry. Scenes from the show are pictured hereon. This was the last amateur show presented up to the time of the Golden Anniversary Minstrel-Variety Show of 1956.



You old-timers will recognize this caption, but some of our newer members deserve an explanation. The "Who Wants Fish Club" was formed in 1935, following the presentation of the Club's Musical-Variety show that year. It is a sort of Amateur Actors Equity.

This exclusive little group got its name because rehearsals for the 1935-1936 Club Shows were usually held in the Clubrooms on Friday night, and were preceded by dinner. This raised the usual question of who wanted fish and who wanted meat? In the beginning the waiters canvassed each member of the group but a simpler method was then devised. The waiter asked "Who wants fish?" and asked for a showing of hands. The balance got meat or eggs.

The 1935 Amateur Show was a musical revue entitled "The Frolics of 1935." It was arranged by Tommy Connors of The American Tobacco Company, who was then Chairman of the Entertainment Committee.

The Club Show for 1936 was a musical March of Time and was run by Russell D. Gray of Railway Sales & Service, who was Chairman of the Entertainment Committee during that year.

There were no shows after 1936 but the performers liked each other and decided to form an organization to keep the fellows together. The name "Who Wants Fish Club" was adopted and the group carried on until the time of World War II.

ANNUAL DINNERS - 1906 to 1956

The first annual dinner of The Traffic Club of New York was held at the old Waldorf-Astoria Hotel at 34th Street and 5th Avenue, where the Empire State Building now stands. The Waldorf was then a glittering palace where one rubbed elbows with the elite. In this aura of gracious living, such notables as J. Pierpont Morgan, accompanied by Lillian Russell or Anna Held, were greeted by the famous Oscar. It was indeed befitting that our first banquet originated in such a distinguished and charming atmosphere.

Our forebears traveled to these dinners by carriage, elevated railway, horsecar, or the newly opened subway. Handsome in their four-button suits with fancy cravats flowing from winged collars, they were enlightened by as many as five guest speakers. At our 1908 Annual Banquet, the speakers had dwindled to four. Introduced by toastmaster Cullen at that affair, they were:

Chas. E. Hughes, Gov. of the State of New York

W. W. Finley, Pres., Southern Railway Co.

Geo. A. Post, Standard Coupler Co.

Wm. Sproule, T.M., American Smelting & Refining Co.

During the decade that followed, the trend of life in New York was changing. In the winter of 1913, night life centered on restaurants which were merely public dance halls of a more expensive kind. Away from The Traffic Club, our gentry were dancing to Irving Berlin's "Alexander's Rag-Time Band," or scintillating to the new negro music called "Jazz." This was also the era when the fairer sex were fighting for their suffrage which they finally gained when the World's War broke out. They further proved their independence by invading the Annual Dinners of the New York Traffic Club in 1919 through 1922. Our Bulletin ed-

itor reported this after the 13th Annual Dinner, at the Waldorf-Astoria on February 21, 1920. He wrote "838 members and guests attended this affair, overlooked by about 150 fair ladies." "The ladies sat in the balcony to watch their menfolk and wave an occasional shy handkerchief."

The period after the World's War was also an era of Peace, Prosperity and Prohibition. It is not recorded exactly how our members entertained themselves at these functions during those arid days. However, our editor reporting on the 1920 banquet touched on it lightly when he wrote, "The Honorable Atlee Pomerene, U. S. Senator from Ohio, spoke on 'Railway Legislation,' followed by the Honorable Fredric Landis, Representative from the State of Indiana, who spoke about 'The Average American.' The Honorable John Barleycorn also appeared adding something to the enjoyment of the occasion. Some of the guests were entertained in a pleasing manner in different parts of the hotel, concerning which we prefer not to go too much into detail."

We were then in the "Roaring Twenties" — speakeasies, flappers with low waistlines and high helmets, and the "Charleston." Through it all our traffic club members were sedately counting the attendance at their dinners and discovering modern communication. Not many of the 1250 members and guests who attended our 16th Annual Dinner knew it, but the whole world was "listening in." At that banquet at the Hotel Commodore on February 21, 1923, radio station WJZ had installed hidden microphones at the speakers' table. The speeches and music were sent out on aerial waves during most of the evening.

Nursing their ulcers, our dinner committeemen watched the attendance continue to mount at these annual affairs. The tariff had also jumped from \$4.00 in 1919 to \$6.00 a person in 1926. At the 21st affair on February 21, 1928, 1821 guests crowded the ballroom at the Commo-

ANNUAL DINNERS — 1906 to 1956 — (Continued)

dore. Guest speaker, John J. Cornwell, General Counsel and Director of the B & O Railroad, spoke about "Railroads and Shippers." Entertainment was furnished by the Reading Seashore Band.

The following year, the crowd of over 2,000 burst out of Mr. Commodore's Grand Ballroom. For the first time, the West Ball Room had to be used as an annex to accommodate the diners. Our guest speaker at that meeting, The Rev. James E. Freeman of Washington, D. C. deemed "our youth was no worse than past ages."

This was 1929, the year of the stock market crash. "Brother can you spare a dime" was becoming a popular song while the administration was promising that "Prosperity is just around the corner." And around the corner a guy was selling apples. The Depression did not catch up to our Annual Dinners until after the 23rd at the Commodore on February 21, 1930. 2,000 attended that affair to listen to guest speakers Sec. of Agriculture Hyde and Senator Copeland.

Harkening to C. P. Bagley, President of Western Maryland Railway, guest speaker at the 1931 dinner, the attendance was reported "smaller than usual." We were soon listening to a new philosophy—"A chicken in every pot"—but many didn't even have a pot . . .

On February 20, 1932 the attendance was down to 1,200. However, on this, our 25th Annual Banquet, the enthusiasm of celebrating our Silver Anniversary swelled the ballroom. Mr. Charles Francis Coe spoke on the timely subject "Prohibition and Crime in America," and it was then that our perennial master of ceremonies, Harry H. Meyer, took over. Endeavoring to shake our "monetary blues," Harry, as Chairman of the Entertainment Committee, put on a sparkling Broadway revue. The gathering also raised their voices in a song written especially for the occasion:

QUARTER CENTURY TRAFFIC PARADE
 "Heigho we sing to the Traffic Club,
 Heigho a Birthday Party.
 For twenty-five years we have been
 together,
 Sailing the calm seas, traveling as
 friends.
 Thru blue and stormy weather.
 Brothers hail our dear old Traffic
 Club
 As we pledge our loyalty.
 By ship or railroad, by plane or plain
 road,
 We'll always be with you—the
 Traffic Club."

But the lean years dragged on and even the young-oldtimers will remember the symbols of that era . . . N.R.A. and P.W.A. . . . and the end of Prohibition. One could now buy a drink legally, if one had the price to pay for it. But conditions did not seem to affect our affairs. After the first few years of the Depression, attendance at our Annual Dinners was seldom less than 2,000. And our choice of guest speakers continued to demonstrate the greatness of our club. At the Annual Dinners that followed, the following distinguished gentlemen enlightened us on timely subjects:

1933—Paul Shoup, Vice-Chairman, Southern Pacific Company

1934—The Honorable Gerald Campbell, Consul General for Great Britain

1935—Hon. Jesse H. James, Chairman, Reconstruction Finance Corp.; Colonel Henry W. Anderson, Receiver of the Seaboard Air Line Ry.

1936—Hamilton Fish, Jr., Member of the House of Representatives

1937—James A. Emery, Gen. Counsel of the National Industrial Council

1938—C. Wayland Brooks, Asst. States Attorney of Cooks County (Chicago, Ill.)

But now, war drums were again rumbling on the horizon. Seven short months before Germany invaded Poland our guest speaker expressed America's feelings. At the 32nd Annual Dinner of February 21, 1939, the Honorable Dewey Short, Member of the House of Representatives, selected as his subject, "Where Are We Tonight?" He said, "Tonight, 23 years after entering that war (1st World's War) we wake up, saddened and disillusioned by the fact that democracy has been slowly but surely dying in every great Nation that participated in that savage struggle." It wasn't long before America was again fighting to keep democracy alive.

We celebrated two more annual dinners before these events were cancelled due to war conditions. On February 21, 1940, Dr. Allen Stockdale, representing the National Association of Manufacturers, spoke on "The Role of Business in a Democracy." At the 34th affair on February 21, 1941, a timely speech was made by the Hon. Chas. A. Halleck, Representative from the State of Indiana.

The Board of Governors decided to cancel the 1942 Annual Dinner. The Board reported: "Consideration was given to the fact that every effort possible should be made to conserve the time and energies of those in the transportation field who usually attend this event." Soon the Traffic Club Bulletin was reporting a "Service List," "Members Overseas," "Missing in Action," and later, "In Memory of." As the war continued, the Annual Dinners of 1943, 1944 and 1945 were also cancelled. However, on February 29, 1944 at the Hotel Biltmore, the Traffic Club sponsored an "Army Night." Through the efforts of Major Jos. T. Kingsley, Washington, D. C., three official War Department films were shown. All scenes were photographed on active battle fronts.

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On the home front, these were days of rationing, blood donor drives, and mobilization for Victory. Overseas, pessimistic G.I.'s were predicting "The Golden Gate in '48." While the more optimistic were dreaming to Bing Crosby's recording of "I'll Be Home for Christmas." And many did make it for Christmas, 1945. The Bulletin reported the Capitulation of Japan on August 14, 1945. At 7:00 P.M. on that date, President Truman proclaimed "Victory is ours."

With the return of Peace and Prosperity, we held our 36th Annual Dinner on February 21, 1946. Our guest speaker, Mr. Frank Totton, V. P. of Chase National Bank, chose as his theme, "Stop, Look and Listen." Meanwhile, our federal administrative spokesmen were proclaiming, "We never had it so good."

At our 37th Annual Dinner on February 21, 1947, Ellis M. Zacharias, Rear Admiral (Retired) U. S. Navy, spoke on "Secret Missions."

Austin S. Igleheart, President of General Foods Corporation spoke at our 38th affair on February 21, 1948. There was a slight recession in 1949, but it did not stop 2,300 from showing up at our 39th Annual Affair on February 18. Our guest speaker was Gov. Wm. Mumford Tuck, Governor of Virginia.

In February 1950, Karl E. Mundt, U. S. Senator for South Dakota, spoke at our 40th Annual Dinner. This year, the United States was again faced by a crisis. On June 27, 1950, in conjunction with the U. N., we committed American Troops to the aid of South Korea. This "police action" lasted until June 1953. We were back to "worrying it out" while endeavoring to present the facts through the guest speakers at our dinners. These speakers at the following annual affairs were:

Feb. 1951—Walter H. Judd, Republican Congressman from Missouri

Feb. 1952—U. S. Senator, Everett McKinley Dirksen

Feb. 1953—Federal Judge Luther W. Youngdahl

During this period, pictures of "life in our time" came with the twist of a dial. In 1952, television played an important part in the national political campaign. And, who can forget the "Crime Hearings" that brought Estes Kefauver into the spotlight? In keeping with our tradition of having timely speakers at our affairs, we secured one of these television personalities for our 44th Annual Dinner. In 1954, Joseph McCarthy, "The Junior Senator from Wisconsin" spoke on "Un-American Activities."

During 1955 and 1956 our Speakers Committee, under the leadership of Charles Beard and Morris Forgash, arranged to have two top leaders in President Eisenhower's Cabinet address the members assembled at our Annual Dinner. They were:

Feb. 17, 1955—Hon. Arthur E. Summerfield, Postmaster General of the United States

Feb. 16, 1956—Hon. Sinclair Weeks, Secretary of Commerce

In closing, we salute Harry Meyer and the valiant members of his Dinner Committee. We salute also the men of the Speakers Committee, the Reception Committee and the Entertainment Committee for their fine work. Finally, we salute all the gentlemen of the Traffic Club of New York who have labored to make our Dinners great. You have kept faith with the past while setting a high precedent for the future. It is inevitable that our Annual Dinners to come will continue to hold top honors.

TIME MARCHES ON

1906

Fifty years ago men wore handle bar mustaches, billie goat whiskers, square hats, ruffled neckties, red flannel underwear, big watches and chains, chopped wood for their stoves, bathed only once a week, drank lots of ten cent whisky and five cent beer, worked twelve hours a day, and lived to a ripe old age.

Fifty years ago women wore hoop skirts, bustles, leg-o-mutton sleeves, a dozen petticoats at a time, tight corsets, cotton stockings, high button shoes, ruffles, long drawers, flannel nightgowns, puffs in their hair, wouldn't kiss their sweeties until they were engaged, did their own cooking, cleaning, washing and ironing, had lots of babies, always went to church on Sunday, and were too busy to be sick.

Fifty years ago railroads used coal-burning locomotives, oil lamps in passenger coaches, stoves in each end for warmth, hand brakes, open platforms, sanded tracks by hand, made passengers get out and push, traveled ten miles per hour, hauled twelve boxcars per train, charged low rates, transferred freight at each connection, had never heard of freight solicitors, and always made money.

1956

Today men have no hair on their heads, have eyebrows on their upper lips, shave their whiskers, play golf, bathe twice a day, drink martinis, play the stock market, ride in air-planes, never go to bed the same day they get up, are misunderstood by their wives, work five hours a day, play ten hours, have high blood pressure, and die young.

Today women wear short hair, nylon stockings, low shoes without toes, an ounce of underwear, wear no corsets, smoke cigarettes, use lipstick, paint and powder, drink cocktails, play bridge, golf and softball, dance all night, drive cars, and play politics.

Today railroads run Diesel trains, have air-conditioned, electric-lighted, steam-heated coaches, diners, lounge cars and sleepers, automatic couplers, air brakes, give operating men two days pay for a half day of work, pay firemen to ride as ornaments on oil burning engines, travel 90 miles per hour, haul one hundred boxcars per train, charge high rates, have freight solicitors by the dozens, and seldom make money.

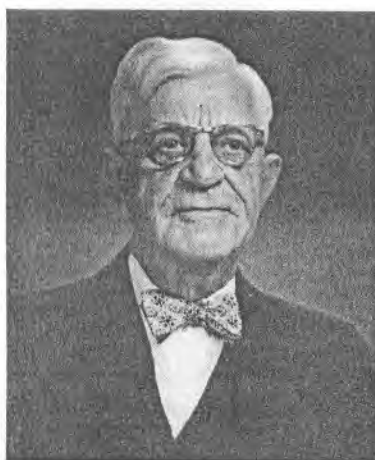
(Reprinted with modifications from the October 1939 issue of the "Bulletin").

EVENTS RECALLED TODAY BY PRESIDENTS OF YESTERDAY



PAUL M. RIPLEY - 1924
Retired Traffic Manager, American Sugar Refining Company.

"The most outstanding event during my Administration was the Inauguration of the Bowling League. As a result of interest displayed by a number of Members, arrangements were made for the first Bowling Night on Thursday evening, February 7th, 1924. It continued every Thursday during months of February and March, from 8 P.M. to 12 P.M. at Thum's Bowling Academy, Broadway and 31st Street."



E. R. BARDGETT - 1928
Retired Vice-President, Western Maryland Railway.

"Every day was memorable to me during my year term as President. I would say that the most decisive was when we received an order from old Waldorf-Astoria Hotel that we would have to relinquish our Club Quarters as they were demolishing the building, with the construction of a skyscraper to take its place. This is the present Empire State Building. We moved that same year to the Park Central Hotel."



GEORGE F. HICHBORN - 1929
Retired Director of Traffic, United States Rubber Company.

"I shall always remember our Annual Outing in 1929. It was on Tuesday, July 16th that we chartered the palatial steamer "Alexander Hamilton" of the Hudson River Day Line to make a trip to Indian Point. I recall the Baseball Game that was won by the Carriers by the score of 9 to 6. The losers said that the defeat was due to their desire to show that they could give the Carriers something besides tonnage. I am sure that all who participated in this Outing agree it was a glorious day."



WALTER BOCKSTAHLER - 1931
Retired Vice-President, Commerce Freight Company.

"The highlight of my period as President of our Club, was the month of May Forum Luncheon, in which the Honorable Joseph B. Eastman, at that time Interstate Commerce Commissioner, was Guest Speaker. Recalling doings on behalf of the "Fair Sex"—the Women's Traffic Club of Greater New York had just organized. Sarah O. Seamer was elected their First President. I had the extreme pleasure of being their Speaker at the First Regular Meeting held in the Colonial Room of the Park Central Hotel, with an attendance of fifty members."



WALTER H. LANCTON - 1934
Foreign Freight Traffic Manager, Lehigh Valley Railroad, New York N. Y.

"The most memorable occasion of the year 1934 was a sad one. It was the passing away of our beloved President, James W. Roberts, during the middle of his term. Also in 1934, we moved from the Park Central Hotel to new quarters at the Biltmore Hotel. It was a great thrill to me to welcome Mayor Fiorella H. LaGuardia, Mayor of New York City, to our speakers' rostrum."



GEORGE C. MANNING - 1936
Retired Assistant Vice-President, Erie Railroad.

"Although I was very fortunate in securing several prominent persons as Speakers for our Annual Dinner and Forum Luncheons, the Ladies Night held on May 2nd was the most memorable. The stage show for the evening was called "Life is a Song." The entertainment, accurately designated on the program as "A Musical March of Time," consisted of songs typical of various years, accompanied by brief summaries of historical events of years represented by the songs. Believe me, it sure was a gay evening."



GEORGE C. LUCAS - 1937

Retired Director of Transportation, National Publishers Association.

"I remember well my happy term of office and the wonderful cooperation I received from my Committeemen. I remember too that in April, 1937, during my term of office we played host to the Associated Traffic Clubs of America at their Spring Meeting. There was lots doing and we all had a lot of constructive fun."



JOSEPH A. QUINLAN - 1939

Vice-President and Director St. Regis Paper Company, New York, N. Y.

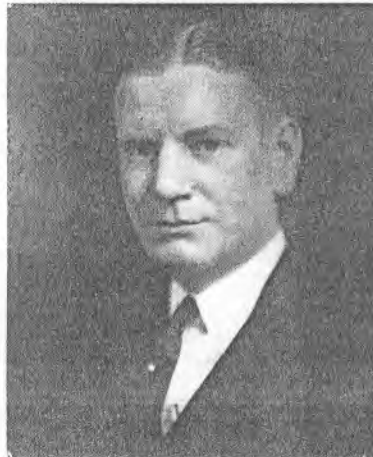
"I shall always remember our luncheon meeting of January 24th as an eventful occasion of my administration. The speakers were representatives of The New York World's Fair. A word picture was given to us by Vincent Murphy, Assistant Director of Housing and Welfare of the Fair Corporation. He stated that the show would be open on April 30th, 1939 and run for 185 days, closing on October 31st. There would be 40 states and 62 foreign nations exhibiting, representing 90% of the world's population. The cost exceeded \$150,000,000. It was indeed a wonderful Fair and all who saw it will recall it fondly. It was too bad that this marvelous example of world cooperation had to be marred by the Second World War which began that same year."



OLIVER P. CALDWELL - 1940

Traffic Manager, Luckenbach Steamship Company, New York, N. Y.

"There were many events that were outstanding during my administration but one that is most memorable to me was the Testimonial Luncheon given to Charlton A. Swope on March 12th, 1940. Mr. Swope retired after 54 years of active service with the Louisville & Nashville Railroad. He was a Past President of our Club, and served as Secretary for 23 years. He kept the Club on an even keel during its early days, and his business acumen helped us to accumulate a handsome surplus for future contingencies."



HARRY H. MEYER - 1941

Eastern Traffic Manager, Chicago & Illinois Midland Railway Company, New York, N. Y.

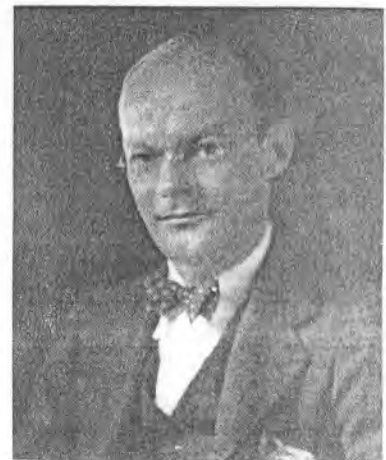
"There were a number of memorable happenings during my time as President of our Club. But, I will always carry a place in my heart for my duties as General Chairman of our Dinner Committee, which I have held since 1937, up to and including this year of 1956. I had time out from these duties during 1940 when I was the Club's First Vice-President, and 1941, which was during my term as President. One of my greatest tasks is giving everyone the "Best" table, which all understand is really impossible. But, in the long run, I am sure all have been satisfied and happy."



ARTHUR C. SCHIER - 1942

Vice President of Traffic, General Food's Corporation, White Plains, New York

"The one event most memorable to me during tenure of office is that I was a so-called "War-Years" President, when such slogans as "Is this trip necessary?" were posted everywhere following the Declaration of War. Immediately following this Declaration, I recommended, and the Club's Board of Governors approved, cancellation of our Annual Dinner in order to preserve time for more important assignments. Many major city Traffic Clubs followed our example, and representatives of the Transportation Industry changed from dinner jackets to work clothes for the duration."



W. W. FINLEY, JR. - 1943

Retired General Traffic Manager, Pennsylvania Railroad.

"It was during my administration that I received word from my Company, Pennsylvania Railroad, that I had been promoted to Assistant General Traffic Manager at headquarters. It was happy news in one sense, but sad in another. Moving to Philadelphia, I had to terminate the Presidency of our wonderful Club. A memorable event during my short term was our April Meeting, when we were honored by the presence of some of the "Veterans" of our organization, including Charter Members and former Presidents."



WILLIAM P. RUDROW - 1943
President, Dichmann, Wright & Pugh, Inc., New York, N. Y.

"Having succeeded William W. Finley, Jr. midway through his administration, I would say that one of the outstanding features during my short term of office, was the testimonial given to Bill, when he left New York and moved on to Philadelphia. On June 10th, 1943, the Club bid its official farewell to Bill. More than 400 gathered to express appreciation of his efforts for us as President and to show the personal esteem in which he was held in New York."



CHARLES H. BEARD - 1944
General Traffic Manager, Union Carbide & Carbon Corporation, New York N. Y.

"Probably the event during my tenure of office that is most memorable is the Victory Dinner that was held on March 15th, at which we had in attendance about 1,000, less than fifty of whom were from out of town. You may recall that in issuing notices for this Dinner we stressed that we did not want anyone to travel merely to attend the Dinner. At this Dinner, the Club made a contribution to the Red Cross of \$500.00. In addition, we had Conover models take individual collections around the room, and we collected \$669.12, all of which was turned over to the Red Cross that same evening."



JOHN P. KRUMECH - 1946
Vice-President in Charge of Sales, Shippers' Car Line, Division of ACF Industries, Inc., New York, N. Y.

"The one event during my tenure of office as President of our Club, which has remained with me over the years, was the Annual Banquet. It will be remembered that during the last World War, the Annual Dinners were suspended—and at the termination of the War, which occurred during my administration, they again were resumed. It was a thrill to once more see the many high-level Transportation and Industrial Traffic People gathered under one roof in celebration of the opportunity of once more gathering on common ground under peaceful conditions."



HARRY P. LAUBY - 1947
Eastern Traffic Manager, Union Pacific Railroad, New York N. Y.

"EVERY event during my time of office is memorable—perhaps the most important was the Annual Dinner, which was attended by approximately 2,000 members and guests. Ellis M. Zacharias, Rear Admiral (Retired), United States Navy, was principal Speaker—his subject being, "Secret Missions," having to do with the war with Japan. It was most interesting and enlightening."



H. W. MacARTHUR - 1948
Retired General Traffic Manager, U. S. Industrial Chemicals Company and Air Reduction Company.

"I shall always remember the 41st Annual Meeting of the National Industrial Traffic League as a very memorable occasion during my period as President of our Club. It was held at the Pennsylvania (Statler) Hotel, New York City, November 18th and 19th. More than 650 League members and guests registered for the business sessions. Over 1200 were present at the Annual Luncheon in the Grand Ballroom. Leo Cherne, who was Executive Secretary, Research Institute of America, gave a dynamic talk on 'What's Ahead for Business.' To me this was a very educational and enlightening Meeting."



ROY W. NELSON - 1949
Vice-President, Traffic, Minneapolis and St. Louis Railway, Minneapolis, Minn.

"I shall never forget the happy, busy days I spent as your Club President several years ago. I especially enjoyed the Annual Dinner—entertaining Governor Tuohy of Virginia, who was our speaker at that affair. I had a lot of fun at Travers Island that year and I also enjoyed the Ladies Night parties. Uppermost in my mind is the marvelous support I received from our Committees and our Board of Directors."



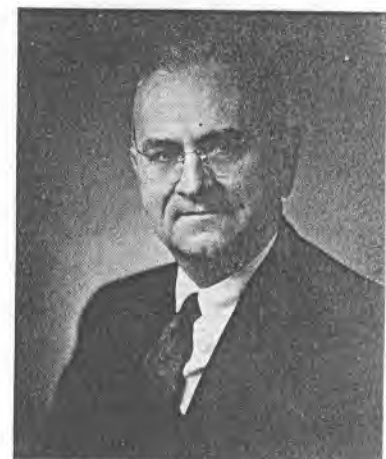
JAMES W. HARLEY - 1950
Director of Traffic, United States Rubber Company, New York, New York.

"Most memorable to me was the expansion of the Historical and Fine Arts Committee's duties. We inaugurated a Speakers' Club which has been carried on ever since my term of office, and I feel that it has brought out Public Speaking as a "Fine Art" and raised the status of this Committee to one of substantial importance to our Club."



EDWARD D. SHEFFE - 1952
Retired General Traffic Manager, Esso Standard Oil Company.

"Being one who enjoys fun and a real good time, I shall always remember 'Mexico Night,' held on October 14th, as one of the most exciting and memorable affairs during my period in office. The reality of the eighteenth floor of the Biltmore became a patio in tropical Mexico. To George Dobbs and his entertainment committee goes my sincere thanks for making all this possible."



JOHN P. DENNIS - 1954
Traffic Manager, The Texas Company, New York, N. Y.

"The most memorable event of my term as President of the New York Traffic Club was the Annual Dinner on February 18, 1954 when I introduced Senator Joseph R. McCarthy as Guest Speaker. At that time Senator McCarthy was a highly controversial figure and I hardly knew what to expect in the course of the evening. On the day of the Dinner he had begun the Hearing in the "Perress" case and was detained, missing the Reception and arriving just in time to fall in line and enter the Grand Ball Room with the other guests. For a bad thirty minutes I was very much afraid that we would be without a Speaker for the evening."



JOSEPH W. BRENNAN - 1951
Eastern Traffic Manager, Chicago, Burlington & Quincy R.R. Co., New York, N. Y.

"Although there were several outstanding functions during my term as President of our Club, I will always remember "Father and Sons Night," which was held on April 24th. Many prominent sports celebrities were present. Included among these distinguished guests were the late Connie Mack; "The Four Horsemen" (Jim Crowley, Elmer Layden, Harry Stuhldreger and Don Miller); Jimmie Fox and Steve Owen. The Toastmaster for the evening was Red Smith, renowned sports writer for the Herald-Tribune."



RAYMOND J. WOOD - 1953
Retired Freight Traffic Manager, Pennsylvania Railroad.

"I remember the thrill I experienced when I looked out over the sea of 2300 faces of those assembled for our Dinner, and arose to welcome the crowd and introduce our speaker—Federal Judge Luther W. Youngdahl, former Governor of Minnesota. Later I enjoyed sending our huge cake over to the Childrens' Ward at Bellevue Hospital. I also enjoyed attending sessions of our Public Speaking Classes under the guidance of Dean Charles Dwyer of New York University. This is an educational feature which was of great value to those participating."

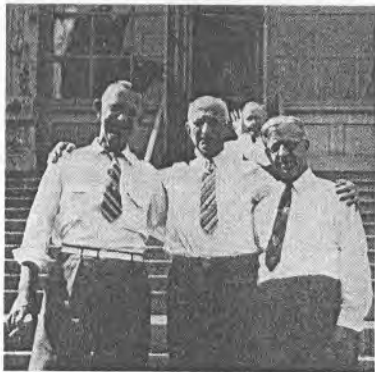


JOSEPH L. SEILER - 1955
President and Director, the United States Trucking Corporation, New York, N. Y.

"During my administration as President of our Club, 'A Day at the Races' was added to our many activities. Leaving from Pier 81 North River on the S. S. 'Knickerbocker' with over 200 aboard, of which just about half consisted of the "Fair Sex," we set sail for Monmouth Park. A most enjoyable day was had by all. The success of this event, like many others during my tenure of office, can be attributed to the cooperation and assistance I received from the Club Officers and members."

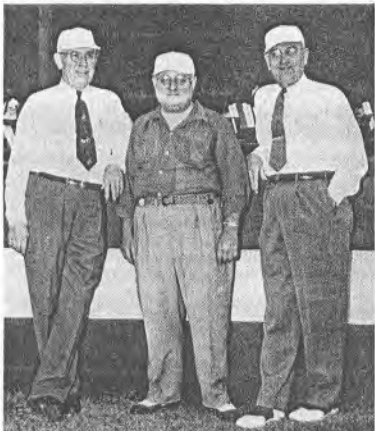
WE WERE YOUNGER THEN

TRIVERS ISLAND — 1941



LEFT TO RIGHT: Ralph Kettler, George Hichborn, Lott Whitbeck

TRIVERS ISLAND — 1953



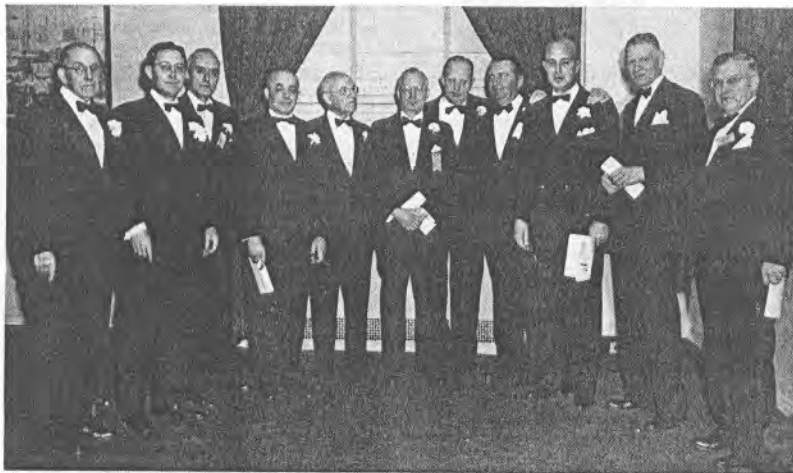
LEFT TO RIGHT: Raymond J. Wood, Vincent G. Berdolt and John P. Dennis.

REVELERS ON ST. PATRICK'S NIGHT (1951)



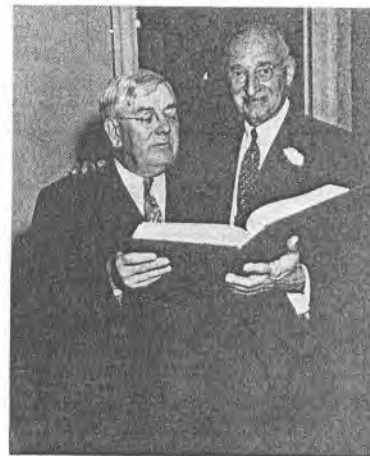
LEFT TO RIGHT: Ray Kelaher, Bob Foltz, Roy Ross, George Dobbs, Hy Wilson, Bill Allen and Bill Larkin.

BRASS GATHERED AT 37TH ANNUAL DINNER, 1947



LEFT TO RIGHT: G. C. Lucas, C. H. Beard, J. M. Breen, J. A. Quinlan, G. C. Manning, C. W. Braden, W. H. Lancton, J. P. Krumech, A. C. Schier, H. H. Meyer and A. C. Hultgren.

TWO PALS CHECK THE RECORD



Harry J. Carroll (Goodyear Tire & Rubber) shares a book with George F. Hichborn (U. S. Rubber, retired).

VICTOR RIESEL



Speaking with the authority of one who has been a tragic victim of labor racketeers operated in this area, Victor Riesel, Labor Columnist, N. Y. Daily Mirror, addressed our luncheon meeting at the Hotel Commodore on Tuesday, October 16th.

Before an over-flowing audience of five hundred members and guests, Mr. Riesel stressed the fact that labor racketeers, who are dominating many of our important unions by strong arm methods, are no longer funny-men from Damon Runyon's creations but a threat to the daily existence of each of us.

Acknowledging the fact that the majority of our labor unions are presided over by responsible individuals, nevertheless, Mr. Riesel lashed out at this small element of labor parasites who function in a legal racket of extortion and coercion to the detriment of the whole American labor movement. Mr. Riesel outlined a number of abuses he personally had uncovered as a working newspaperman and stated it is only a matter of time when an aroused public will demand concerted action to put the labor racketeer where he belongs, namely, behind bars.

At the conclusion of his enlightening and interesting talk, Mr. Riesel received a tremendous standing ovation from the audience. We are indeed grateful to Morris Forgash, Chairman of our Speakers Committee, for securing Mr. Riesel.

BILL DODGE TESTIMONIAL LUNCHEON

Two men in New York on Monday, October eighth will never forget the day. One is Don Larsen of the Yankees who pitched the first perfect game in World Series history and the other is our own Bill Dodge, retired, Eastern Traffic Manager, Frisco Railway, New York City.

Over five hundred of Bill's friends gathered at the Commodore Hotel to pay homage to him on his retirement from the Frisco after thirty-five years of loyal and faithful service.

We discovered some new after-dinner talent in Everett Baker, V.P., Frisco Railway who acted as master of ceremonies for the occasion. Citing many highlights of Bill's long and varied career, Everett expressed the sentiments of everyone present when he stated, "I am a great believer in flowers for the living and that is the purpose behind this testimonial today." Jim Tipton, General Manager—Sales and H. V. Cook, G. F. T. M. journeyed from St. Louis to attend and toss a few bouquets to Bill.

Speaking on behalf of the guests present, President Ed O'Brien extended congratulations and best wishes for continued health and happiness to Bill. Bob Nixon, retired General Agent, QA&P, came up from Florida to be present since Bill will be his next door neighbor at North Hollywood.

At the conclusion, Everett Baker announced Bill Irwin was being promoted to District Manager—Sales to succeed Bill Dodge and Pete Winters was elevated to the position of Assistant District Manager—Sales.

AL GRAHAM LUNCHEON

A casual visitor to the Hotel Sheraton-Astor, on Wednesday, September 19th would have thought Socony Mobil Oil Company was still accepting bids on its moving job from 26 Broadway to Forty-second Street. It appeared every moving firm in the

city was represented, together with several hundred other transportation friends of Al Graham, retired V. P., Judson Freight Forwarding Div., National Carloading Corp.

The purpose of the gathering was a testimonial luncheon in honor of Al who retired to Florida after spending twenty-seven years of outstanding service with National Carloading Corp.

Being a past master of public speaking, President Ed O'Brien, who acted as Toastmaster, was able to keep order despite the constant heckling from a certain group of downtown transportation "experts" who kept asking the question "Where's Al?"

Al was presented with a lovely album and a fat purse as a small token of the esteem we all hold for this grand guy. Andy Anderson was Chairman of the affair and did an exceptional job.

In Memoriam

*They are not dead whom we call dead
Who dwell with us no more
Along the pathway of life that now we tread,
They do but walk before.*

P. C. REED, Retired Perishable Traffic Manager, Pennsylvania Railroad, died September 4, 1956.

A. H. ZUNDEL, Sales Manager, Lehigh Warehouse and Transportation Co., died September 23, 1956.

WILLIAM B. HARTZ, Eastern Traffic Manager, Foreign Traffic Manager, Great Northern Railway, died September 26, 1956.

HARRY H. BENEDICT, SR., Retired General Freight Agent, Seatrail Lines, Inc., died September 30, 1956.

CARL RUROEDE, JR., Traffic Consultant, Secaucus, N. J., died October 7, 1956.

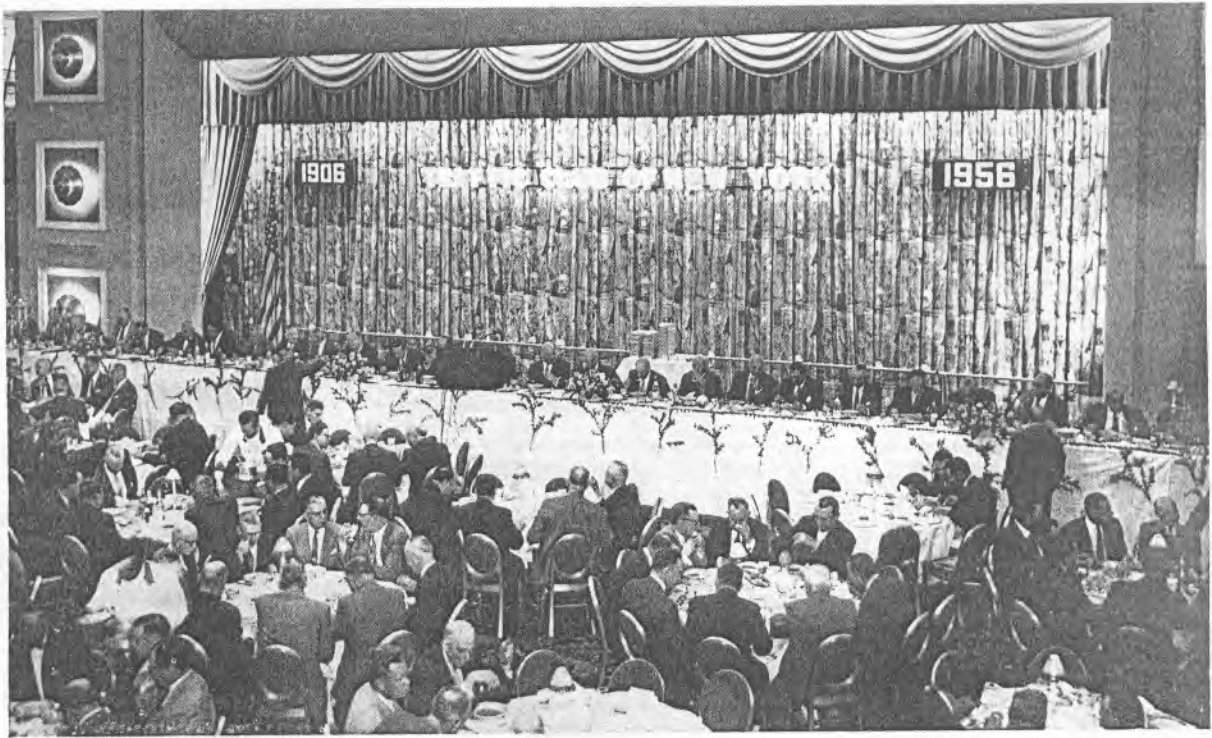
J. F. RYDENE, Retired General Coal Freight Agent, Delaware, Lackawanna & Western Railroad, died October 21, 1956.

C. E. TYRRELL, Eastern Traffic Representative, Goodyear Tire & Rubber Co., Inc., died October 26, 1956.

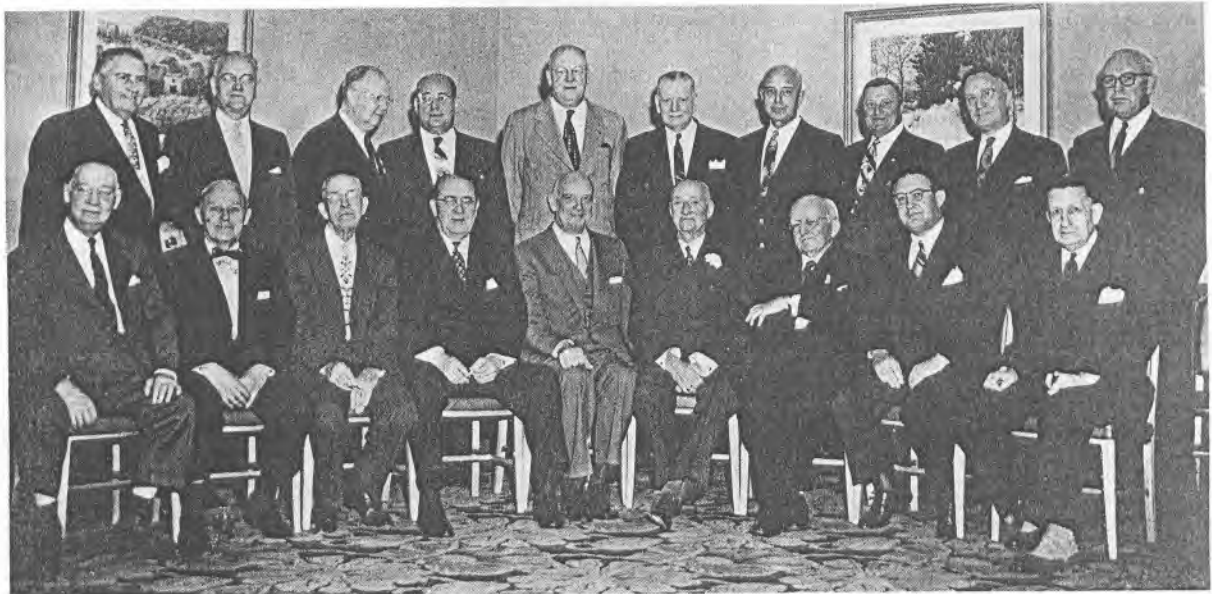
ROY J. ROSS, Director of Traffic, Continental Baking Co., died November 9, 1956.

LLOYD L. CLAPP, Retired Chief of Tariff Bureau, New York Central System, died November 10, 1956.

GOLDEN ANNIVERSARY DINNER



CLUB PRESIDENTS AT GOLDEN ANNIVERSARY DINNER — APRIL 10, 1956



LEFT TO RIGHT: (SEATED) Presidents Lauby (1947), MacArthur (1948), Lucas (1937), Ripley (1924), O'Brien (1956), Highborn (1929), Caldwell (1940), Beard (1944) and Bockstahler (1931). (STANDING) Presidents Krumech (1946), Dennis (1954), Lancton (1934), Seiler (1955), Sheffe (1952), Meyer (1941), Schier (1942), Harley (1950), Brennan (1951) and Wood (1953).

Not present when picture was taken: Presidents Bardgett (1928), Manning (1936), Quinlan (1939), Finley (1943), Rudrow (1943) and Nelson (1949).

**BY THE SAME TOKEN—
ONLY ONE PERSON RIDES
OUR SUBWAYS**

by LINNÉ JOHNSON

(Illustrations by Fred Frayer, Jr.)

*"With the advent of the wheel, the rate clerk
was just around the corner"*

OLD SWEDISH FOLK SONG

Bibliography: "What to Do Until Railway
Express Calls," W.P.A. Hand Book; "Sun
Bathing for Profit," Vassar Year Book 1879;
"The Drop Shipment, A Harbinger of Claims,"
Southern Mortician.



Almost forgotten is what we were going to write, what with the many credits and references interposed between the reader and an article which might have been of high importance. So granted a minute to gather our wits, here is the dope as we recall it.

From a small beginning rooted in antiquity ship launching has become big business. Not to be confused with shipping launches, there are 1534 such concerns in the field today within our Continental borders.

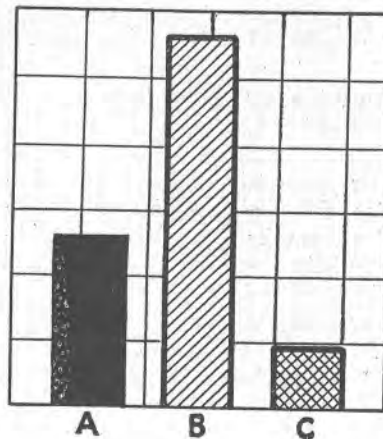
The 1955 turnover, or volume rather (there is no turnover actually, all ship launchers are sensitive about the word) was \$985,000,000.00. Astoundingly, including the fiscal week ending December 24th the figure was closer to \$985,000,000.85, according to Hardy Swale, Association Secretary, whose own company, in which he owns a third interest, is the fourth

largest ship-launching venture in Waterloo, Iowa.

It is an anomaly that inland locations lend themselves admirably to the industry. Places such as Watertown, N. Y., Waterbury, Conn., or Watervliet, Mich., are naturals but any site responding to a divining rod has operating possibilities. There is an axiom, of course, that the water must be navigable. But a group of Numidian scientists in a suburb of Port-au-Spain, operating under grants from the Institute of Hydraulics, have developed an amazing formula which makes any water navigable, the only qualification being a high moisture content.

On this chart the horizontal lines show yards lost through punt interceptions and vitamin deficiencies. The vertical lines indicate unreported income, per-cent of Butter fat, Pimlico scratches, stockpiling of non-critical materials and opportunities for advancement. Column A indicates tonnage promised by Traffic Managers to Sales Representatives, using the years 1906-1956 as a base; Column B represents Tonnage reported to Carrier Management as "in the bag"; Column C shows Tonnage actually shipped.

Many of those who were polled (for a pre-publication criticism on what had been committed to paper—up to this point) wondered how this informative and literate contribution to transportation lore might end, if at all. For a finish, of course, nothing can beat Johnson's Wax—hold everything: That's It!



EASTER PARTY

Way back during the roaring twenties—in 1927 to be exact—the Entertainment Committee tried a little experiment suggested by Charlie Braden and Harry Meyer. They sent out a notice inviting members and their children to an Easter Party to be held in our clubrooms, then at the Waldorf, the Saturday before Easter.

The response was overwhelming—so much so that the Committee had to engage the Astor Galleries at the Waldorf to accommodate the crowd of over 350. Everybody had a good time. After lunch there was a Punch and Judy show, then an amateur performance by the children themselves. The program was as follows:

Ruth Braden - age 5 - recitation - "Welcome"

Barbara Bixler - age 4 - song & dance

Robert Westlake - age 7 - recitation

Janet Swope - age 6 - dance

Babe Fowler - age 8 - recitation

Elizabeth Benedict - age 9 - piano solo

Jane MacArthur - age 5 - recitation

Vera McGough - age 14 - violin and piano

Myra Justice Lowack - age 11 - recitation

Frances Gargle - age 12 - piano solo

James Wallace - age 10 - recitation

Patricia White - age 8 - recitation

The event was such a success that it was repeated the following year at the Waldorf. Again there was a large turnout. So began our Kiddies Easter Party which has continued without interruption for 29 years.

This year (1956) Barney Poore, Chairman of the Entertainment Committee, tells us that over 1100 members and children overflowed the Ballroom of the Hotel Commodore which now houses the event. The Committee filled and distributed 900 Easter bags, loaded to overflowing with gifts donated by our own club members.

ATOMIC ENERGY AND TRANSPORTATION

This provocative caption was the subject of a talk given by Dr. Lauchlin M. Currie, Vice-President, Union Carbide Nuclear Company (A Division of Union Carbide and Carbon Corporation) at our Luncheon Meeting, September 11, 1956, Hotel Commodore.

Dr. Currie stated that our whole economic cycle today revolves around power. The production of raw materials requires power; transportation of such materials requires power; manufacturing requires power; then more transportation and more power is required to distribute the finished products and deliver them to the final user.

Since history began, transportation has been a dominant factor in all military and economic operations. Much of Wellington's superiority over Napoleon lay in his wagon trains.

It is noticeable today that transportation is, in many cases, a true measure of economic development in a given area. It is said that a single province in China today could produce sufficient food for all of China's millions, and that the recurrent famines in that great country are due to failures in the systems of transportation and distribution.

Dr. Currie stated that it is difficult to present an accurate picture of what the effect will be of nuclear power and nuclear energy on transportation during the next ten to twenty years. Nevertheless, he believes, nuclear energy *will* have an effect on American transportation, independent of whether or not nuclear power of itself becomes the motive power in transportation units.

The atomic powered submarine USS Nautilus has already traveled more than 40,000 miles—mostly submerged and at high speeds—without refueling. Another atomic engine has operated 1600 hours at full speed. A conventional diesel unit would have consumed 1,600,000 gallons of oil, filling a train a mile and a half long. The Nautilus will not long re-

main our only nuclear vessel, for within a very few years it will be joined by many sister ships and may be serving to protect nuclear-powered vessels of much greater tonnage—such as carriers, tankers, transports, etc. It is to be assumed, therefore, that all new naval vessels built after 1965—or perhaps by 1960—will be nuclear-powered. Atom powered merchant vessels are already under discussion by Senate committees.

A little over a year ago, Mr. Gunnell of the Southern Railway System ventured some opinions and guesses as to the future of an atomic powered railway locomotive. He estimated that the first 3,000 hp. atomic locomotive would probably cost at least \$20,000,000, but future units might ultimately be reduced to approximately \$1,000,000 each. Even on this basis, operating costs of atomic locomotives vs. diesel powered units would be 2½ times as high. Safety considerations were also listed as a major limitation on atomic powered locomotives. Mr. Gunnell then concluded that he "did not believe that atomic powered locomotives could be justified for use on our American railway system for serving the public at the present time or at any time in the next ten years." He did mention the possible desirability of a 3,000 hp. unit which, although perhaps a little large, might be utilized for military purposes. This is far in the future.

The famous "McKinney Report" indicates that "there is no real program, Government or private, at present concerned with the development of atomic propulsion for locomotives. Electric power from nuclear sources is no more likely to promote railroad electrification than does our present electrical system. Dieselization of U. S. railroads is near completion; even the big coal roads are substantially converted to diesels, and diesel units also produce the equivalent of 20% of the total electric power capability of the U. S. Even then, all our diesel units consume less than 4% of our total consumption of petroleum.

Dr. Currie went on to comment on the possibilities of nuclear-propelled highway vehicles. His current opinion was that these were impractical—if not impossible. He did not say that units could not be built, but he did say that problems of weight, of shielding, capital costs, hazards, etc. put nuclear-powered motor vehicles outside the fence of current reasonableness. For example, a nuclear engine to drive a Ford would have to carry about 80,000 lbs. of shielding materials! This, said he, makes our thruways reasonably safe from nuclear "hot-rods!"

Though problems of weight and biological shielding are serious handicaps, nuclear-powered airplanes are not out of the question for military usage. In these units, economic production of power is not a dominant factor and the utilization of nuclear power will be determined by range, speed and flying altitude of the nuclear-propelled units. At a somewhat later date, predicted Dr. Currie, it is quite possible that airplanes for civilian use may be powered with nuclear engines, but this is undoubtedly much further in the future and will depend upon developments with military planes. An official report of the Civil Aeronautics Authority in May, 1956, states that "atom power plants for airliners will be on the drawing boards of civil aircraft manufacturers by 1965."

Dr. Currie offered the following summary on the use of nuclear energy as motive power:

- Naval ships—yes
- Merchant ships—possible
- Railway locomotives—possible, but very doubtful
- Military airplanes—probable
- Civilian airplanes—unlikely for years to come
- Autos—no—and thank Heaven!

He then discussed the other areas where nuclear energy may affect the transportation industry. A more general availability of economical elec-

tric power—from whatever sources—affects our whole economy, including transportation. Then we think of coal and possible effects of nuclear power on production and transportation of coal. Since coal is the largest single commodity carried by railroads in the U. S. anything that affects coal affects transportation.

"It has become popular," said Dr. Currie, "to think of coal decreasing in importance as nuclear energy increases. In other words," said he, "if one is bullish on nuclear energy, one is bearish on coal. This is not supported by facts. As a matter of fact, changes in coal haulage patterns are much more likely to come about because of relocation of coal-burning electric power stations near coal mines, or along water routes, or because of conveyance of coal by pipe or belt-line. Basically, the future of the coal industry—and of nuclear power development—depends on our demand for power (or energy)."

Dr. Currie stated that adequate sources of energy represent one of the major problems in the world today.

By 1975 the world's annual requirements for energy will be at least double today's requirements (the U. S. figures will likely be tripled.) Since it will be difficult, if not impossible, to increase energy output from wood and hydropower to this extent, either the producers of coal, oil and gas are going to increase their production by an even greater percentage, or some supplementary sources must be found.

Dr. Currie looks upon nuclear energy as a promising supplement, not a replacement, for current fossil fuels. Nuclear power may prove to be—not a competitor to conventional power sources, but—a very necessary ally and support. A successful nuclear energy program is not going to take away business from the transportation industry. Instead it will make some new types of business for transportation and tend to reduce the overloading our railways and highways as our American economy expands.

"Nuclear energy installations," said Dr. Currie, "will result in increased transportation loadings. This is espe-

cially true in the case of nuclear power plants, where—even though fuel tonnage will be low—the by-product construction work (coupled with a swelling economy) will mean increased traffic loads. Even low tonnages of fuel are accomplished only by handling of enormous tonnages of ore, reagents, and equipment. Since some uranium ores contain but 4 lbs. per ton, preparation of a single pound of uranium metal as a source of atomic power, may necessitate haulage equivalent to 400-500 ton-miles."

Electric power from nuclear sources is no different, per se, from electricity from any other source. The user of electricity today does not know whether his electricity comes from a steam plant, a diesel unit, a hydroelectric station—or a combination. Nuclear-generated electricity will not change this picture. It may, however, markedly affect the economic availability and distribution of electricity and hence affect location of future industrial and residential centers. This may aid in the general program for decentralization of industry and population, since it is obvious that availability of economic electric power or heat—without the handicap of expensive distribution costs—may permit developments of areas now considered unattractive.

For example, if small (but economic) nuclear powered electric units could be scattered over the country, they would tend to promote development of rural or suburban areas, rather than further to increase city traffic. Similarly, increasing threats of shortage of water suitable for drinking or industrial uses will compel consideration of the possibilities of de-salting seawater. To date, costs of power (heat rather than electricity) have proved a deterrent. If—and when—nuclear-generated heat can be produced sufficiently cheaply, this whole picture may change. Certain areas—like Greater Los Angeles—may look forward to such developments.

Here in the United States, for years to come, Dr. Currie was confident that the steady expansion of the nu-

clear energy program would support a steady program that will represent millions of dollars worth of added business to American railroads, trucks and waterways.

Wisdom

The good book says to love your foes
And never evil speak;
If someone swings up at your nose
Just offer either cheek.
And if he steals away your cloak
Don't start to fuss and fight—
Just treat the whole thing as a joke
And it'll come out right.

If someone comes to borrow cash,
Give him everything he yearns,
And if his credit goes to smash
Don't ask him for returns.
Don't judge your neighbor or your
friend;
Be kind and free from guile.
What if you get the losing end?
Just take it with a smile.

The good book orders this and more,
And lots of fellows say
It sounds all right, but they deplore
That man can't live that way!
They say 't'would chaos bring to try
To put into effect
These noble laws, but I ask why?
'Twould cause a single wreck?

We'd have no more of useless wars,
No more of friends that fail,
No more we'd need prison bars—
Wouldn't even need the jail!

The fight would stop 'twix rich and
poor
For jealousy would end.
We'd take the locks from off the door
And call each man our friend.

The good book demands a lot;
Nobody can deny it—
To find if it would work or not?
'Twould wisdom be to try it!

(From the writings of Edwin H.
Henken, Louisville Transportation
Club)

THE DEPENDABLE MAN

There is a type of man who is built for success. He may have genius or just ordinary talent—no matter. The point is that he always "arrives." While others plod a weary way, he gets ahead.

Those who take note of his progress often cannot account for it. So they say he is "lucky." Or they whisper it about that he has a "pull with the boss." But the secret is deeper than that. He is a man who is absolutely dependable.

Make yourself dependable, and you come as near being indispensable as any of us can hope to be. You will be the last one your employer will wish to part with, and the first one that he will want to promote to greater responsibilities.

But do not be deceived. Dependableness is a rare accomplishment . . . so rare that every executive is on the lookout for it wherever it may be found. It cannot be acquired by wishing for it. It is the prize that comes from self-mastery.

What is a dependable man? You can tell him by these earmarks:

First, he is one that you can rely upon to do his own thinking. Business requires thinking, and someone must do it. The dependable man never sidesteps his share nor tries to pass it along to someone else. You always find him on the alert. His brains do not flit away on vacations, leaving his job without a guardian.

Next, he is one whose judgment you can trust. He doesn't do foolish things. He knows his own abilities; and, not being conceited, he is equally aware of his own weaknesses. He has the happy faculty of understanding other people's viewpoints and of seeking their advice when he ought. Also he knows when to act on his own initiative.

Finally, he is a man you can listen to, taking stock in whatever he says. You are sure that he speaks only after due reflection. He does not talk to the galleries or for the purpose of

"grinding his own axe." He makes his suggestions and pleads his cause solely in the interest of the business.

Such a man is safe. Important duties may be entrusted to him and he will handle them with diligence, good sense and earnestness.

If you are looking for the quickest route to opportunity, learn to be this type of man.

Be dependable—a burden lifter. By lightening the anxieties of those who must give account for your doings, you will make yourself their favorite. And they will help you achieve your ambitions.

WHAT IS A FATHER?

A father is a thing that is forced to endure childbirth without an anæsthetic. A father is a thing that growls when he feels good and laughs loud when scared half to death.

A father never feels worthy of the worship in a child's eyes. He's never quite the hero his daughter thinks, never quite the man his son believes him to be, and this worries him—sometimes. So he works too hard to try and smooth the rough places in the road for those of his own who will follow him.

A father is a thing that gets very angry when the school grades aren't as good as he thinks they should be. So he scolds his son—though he knows it's the teacher's fault.

Fathers are what give daughters away to other men who aren't nearly good enough—so they can have grandchildren who are smarter than anybody's. Fathers make bets with insurance companies about who'll live the longest. One day they lose—and the bet's paid off to the part of them they leave behind.

I don't know where father goes when he dies. But I've an idea that after a good rest, wherever it is, he won't just sit on a cloud and wait for the girl he's loved and the children she bore; he'll be busy there, too—repairing the stairs, oiling the gates, improving the streets and smoothing the way.

IDEAS FOR SALESMEN

Thirteen may be an unlucky number, but when it comes to ways of being a better salesman, it has its merits. You may not agree with all these points, but they can be applied to each of us in everyday living.

1. Learn to like people.
2. Have a friendly smile
3. Be generous with honest praise.
4. Listen—people like good listeners.
5. Talk in terms of you—not I.
6. Learn to agree before you disagree.
7. Don't argue—if you win, you lose.
8. When you are wrong, don't be afraid to say so.
9. Try to understand the other fellow's viewpoint.
10. Use showmanship in your selling.
11. Ask questions that make it easier for the other fellow to say "Yes."
12. Don't knock—it destroys confidence.
13. Use observation in your selling. Don't measure people by your yardstick but by theirs.

POPULAR QUOTES

People with no bad habits are in a tough spot. They have nothing to quit doing when their health fails.

Many a man who goes into a bar for an eye opener comes out blind.

When Service ceases to be good . . . it likewise ceases to be service.

An executive is a man with a worried look—on his *assistant's* face.

When the going gets tough, the "tough" get going.

Occasionally you will come across a concrete mind—permanently set and all mixed up.

THE EXECUTIVE

As everybody knows, an executive has practically nothing to do. That is, except:

To decide what is to be done; to tell somebody else to do it; to listen to reasons why it should not be done, why it should be done by somebody else, or why it should be done in a different way, and to prepare arguments in rebuttal that shall be convincing and conclusive—

To follow up to see if the thing has been done; to discover that it has not been done; to listen to excuses from the person who should have done it and did not do it—

To follow up a second time to see if the thing has been done; to discover that it has been done but done incorrectly; to point out how it should have been done; to conclude that at long as it has been done, it may as well be left as it is; to wonder if it is not time to get rid of a person who cannot do a thing correctly, to reflect that the person in fault has a wife and seven children and that certainly no other executive in the world would put up with him for a moment; and that, in all probability, any successor would be just as bad or worse—

To consider how much simpler and better the thing would have been done had he done it himself in the first place, to reflect sadly that if he had done it himself he would have been able to do it right in twenty minutes, and that as things turned out he himself spent two days trying to find out why it was that it had taken somebody else three weeks to do it wrong . . .

THE EXECUTIVE'S SECRETARY

Secretaries come in all shapes, sizes, ages, temperaments, abilities, and previous conditions of servitude—which means even the most crotchety boss ought to be able to find one to suit. It also indicates that secretaries are human, too.

A secretary must have a diplomat's tact, a mule's endurance, a chameleon's effacement, a salesman's brass, the sun's punctuality, the speed of light, a sister's loyalty, a rhino's hide,

an Einstein brain power, a mother's sympathy, and the patience (compounded) of Job.

She must be purchasing agent (tickets, gifts, etc.), cover-upper (he is in conference), button sewer-on, cryptographer (to read his writing), interpreter (to make sense of his dictation), spy (office gossip), accountant (he can't keep his bank account balanced)—and, at the same time, keep his appointments (and her seams) straight.

Meanwhile, she endures Mr. Bigdome's ego, his fuzzy thinking, his indolence, his five o'clock dictation. To keep up his confidence and allay his fears, she flatters him constantly despite the brushed-over bald spot, the after-lunch-pot-belly slouch, the removable bridge, the cheap cigars. No wonder secretary-boss love affairs are mostly fiction!

We favor a national "week" to honor the American secretary. Business might survive without her,—but we doubt it. And it wouldn't be much fun, either, for her gay spirit is often the only spice in the otherwise pallid pudding of the day.

Hail to thee, blithe spirit—and would you mind staying tonight to get out that report?

FREIGHT RATES

I think that I shall never see
Entrenched in our economy

A rate that's low, yet not depressed,
A rate the ICC has blessed.

A rate approved by truck and rail
A rate no shipper dare assail

A rate that barge lines, steamships,
air—
All deem pre-eminently fair.

A rate the worry to erase
From the Traffic Manager's face

A rate unchanged 'til kingdom
come
A rate for the millenium.

But rates are checked by fools like
me,
God only knows what they should be.

Linné Johnson

WHO'S WORKING

Population of the United States	162,780,425
People 65 years or older	48,296,775
Balance left to do the work	114,483,650
People 21 years or younger	54,971,825
Balance left to do the work	59,511,825
People working for Uncle Sam	27,248,651
Balance left to do the work	32,263,174
People in the armed services	3,941,648
Balance left to do the work	28,321,526
People in State and City offices	12,872,425
Balance left to do the work	15,449,101
People in Hospitals and Jails	13,876,428
Balance left to do the work	1,572,673
Bums and others who won't work	1,572,671
Balance left to do the work	2

Yes, two, —you and I. And you'd better get a wiggle on. I'm tired of running this damn Traffic Department all by myself.

WHAT IS A BOY?

Between the innocence of babyhood and the dignity of manhood we find a delightful creature called a boy. Boys come in assorted sizes, weights, and colors, but all boys have the same creed: To enjoy every second of every minute of every hour of every day and to protest with noise (their only weapon) when their last minute is finished and the adult males pack them off to bed at night.

Boys are found everywhere—on top of, underneath, inside of, climbing on, swinging from, running around, or jumping to. Mothers love them, little girls hate them, older sisters and brothers tolerate them, adults ignore them, and Heaven protects them. A boy is Truth with dirt on his face, Beauty with a cut on its finger, Wisdom with bubble gum in its hair, and the Hope of the future with a frog in its pocket.

When you are busy a boy is an inconsiderate, bothersome, intruding jangle of noise. When you want him to make a good impression his brain turns to jelly or else he becomes a savage, sadistic, jungle creature bent on destroying the world and himself with it.

A boy is a composite—he has the appetite of a horse, the digestion of a sword swallower, the energy of a pocket-size atomic bomb, the curiosity of a cat, the lungs of a dictator, the imagination of a Paul Bunyan, the shyness of a violet, the audacity of a steel trap, the enthusiasm of a fire cracker, and when he makes something he has five thumbs on each hand.

He likes ice cream, knives, saws, Christmas, comic books, the boy across the street, woods, water (in its natural habitat), large animals, Dad, trains, Saturday mornings, and fire engines. He is not much for Sunday school, company, schools, books without pictures, music lessons, neckties, barbers, girls, overcoats, adults, or bedtime.

Nobody else is so early to rise, or so late to supper. Nobody else gets so much fun out of trees, dogs, and breezes. Nobody else can cram into

one pocket a rusty knife, a half-eaten apple, three feet of string, an empty Bull Durham sack, two gum drops, six cents, a sling shot, a chunk of unknown substance, and a genuine supersonic code ring with a secret compartment.

A boy is a magical creature—you can lock him out of your workshop, but you can't lock him out of your heart. You can get him out of your study, but you can't get him out of your mind. Might as well give up—he is your captor, your jailer, your boss, and your master—a freckled-face, pint-sized, cat-chasing bundle of noise. But when you come home at night with only the shattered pieces of your hopes and dreams he can mend them like new with two magic words—"Hi, Dad!"

WHAT IS A GIRL?

Little girls are the nicest things that happen to people. They are born with a little bit of angel-shine about them and though it wears thin sometimes there is always enough left to lasso your heart—even when they are sitting in the mud, or crying temperamental tears, or parading up the street in mother's best clothes.

A little girl can be sweeter (and badder) oftener than anyone else in the world. She can jitter around, and stomp, and make funny noises that frazzle your nerves, yet just when you open your mouth she stands there demure with that special look in her eyes. A girl is Innocence playing in the mud, Beauty standing on its head, and Motherhood dragging a doll by the foot.

Girls are available in five colors—black, white, red, yellow, or brown, yet Mother Nature always manages to select your favorite color when you place your order. They disprove the law of supply and demand—there are millions of little girls, but each is as precious as rubies.

God borrows from many creatures to make a little girl. He uses the song of a bird, the squeal of a pig, the stubbornness of a mule, the antics of a monkey, the spryness of a grasshopper, the curiosity of a cat,

the speed of a gazelle, the slyness of a fox, the softness of a kitten, and to top it all off He adds the mysterious mind of a woman.

A little girl likes new shoes, party dresses, small animals, first-grade noise makers, the girl next door, make-believe, dancing lessons, ice cream parlors, coloring books, make-up, cans of water, going visiting, tea parties, and one boy. She doesn't care so much for visitors, boys in general, large dogs, hand-me-downs, straight chairs, vegetables, snow suits, or staying in the front yard. She is loudest when you are thinking, the prettiest when she has provoked you, the busiest at bedtime and the quietest when you want to show her off.

Who else can cause you more grief, joy, irritation, satisfaction, embarrassment and genuine delight than this combination of Eve, Salome, and Florence Nightingale? She can muss up your home, your hair, and your dignity—spend your money, your time and your temper—then just when your patience is ready to crack, her sunshine peeks through and you're lost again.

Yes, she is a nerve-racking nuisance, just a noisy bundle of mischief. But when your dreams tumble down and the world is a mess—when it seems you are pretty much of a fool after all—she can make you a king when she climbs on your knee and whispers, "I love you best of all!"

"WEBSTER" SAYS

Hobby—Hard work that you wouldn't do for a living.

Greenhorn—One who arrives a day after you.

Bathing Beauty—A girl who is worth wading for.

Middle Age—When you feel on Saturday night the way you used to feel on Monday morning.

Lawyer—A person who helps you get what's coming to him.

Reliable source—the guy you just met

Informed source—the guy who told the guy you just met

Unimpeachable source—the guy who started the rumor originally

THE LABOR OF LOVE OR THE BIRTH OF A "BULLETIN"

To our readers who may recall the dramatically hilarious stage and screen play, "Front Page," definite assurance is given that co-authors Charles MacArthur and Ben Hecht did not dream up their plot from observing the procedures and routine of publishing the Bulletin of the Traffic Club of New York.

Now in its thirty-eighth year of publication, the Bulletin has been headed by fifteen editors. Apparently printer's ink gets into the blood, since the annual make up of the Editorial Committee consistently shows many hold-overs and repeaters. It can't be for glory or influence since most club members probably could not name three of the committee or the last two editors.

Now,—what goes on behind the scenes? The average reader leafing through each issue may unconsciously think it is a routine and fairly easy job. The columns always come down to the bottom of the page, the paging comes out just right and the cuts seem to be well placed. But it just doesn't "happen"—it has to be planned and worked out.

The newly-appointed editor is generally a complete novice. He usually has had a year or two on the Editorial Committee, but only worked on specific assignments. He calls his committee together and the campaign is laid. This involves suggestions and discussions of new ideas on format, printing, new freshness, and assignments. Every committee member is enthusiastic and eager to work but a quick canvass usually develops that most of them are unsure of their ability, or unwilling to take writing assignments. Others admit their inability to edit, read proof or make up. All agree to try to dig up news items and cooperate in every way. The meeting breaks up on an enthusiastic note and the editor relaxes.

Next he finds he has to make arrangements with compositors, print-

ers, photographers, stereotypers and other out-riders of the graphic arts fraternity. The only spot fully and efficiently covered is the mailing—thanks to our well-organized club office.

Of course, a deadline for all material has been established. Comes the day! The only completed piece is the list of new members sent in by the Club office. Frantic telephone calls to Tom, Dick and Harry, to be answered by either the most plausible or least convincing reason for the delay, but hearty assurance that *it will be in the mail tonight*.

About that time the hapless editor recalls he has not selected the photos for the cuts and anyway, he's not sure of the sizes he wants. With no knowledge of the exact amount of material coming in, he cannot possibly plan the number of pages.

Somehow or other, the material dribbles in. It is sent piecemeal to the printer, who screams his head off because he doesn't want to start until he has all the copy. Days later the galley proofs come from the printer—two sets, one for proof reading and one for the "dummy." Inevitably, they reach the editor's desk at 5:00 P.M. on Friday. To save time (he's two weeks late by now) he resignedly decides to work out the job over the weekend with the help of his long-suffering wife. Oh sure, everyone on the committee is willing to "help" but how do you get a hold of them on weekends?

By late Sunday afternoon the proof reading is completed and a sorry excuse for the "dummy" is pasted up. It is then discovered that the golf article or the bowling news or the report of the last meeting is missing! Frantic scribbling not only to write the articles but to work them into a given number of words to fill the big hole on page two or seven!

About this time the editor is perfectly willing to take the advice of that famous publisher, Horace Greeley, and "Go West."

Miraculously, the holes are filled, the late corrections made, and the sticky mess sent back to the print-

er. Just as the editor learns that a most important item has been omitted and *must* be inserted, he has a phone call from the printer telling him that he'll either have to cut out two columns or give him four columns more to make up another page!

Finally the magazine is put to bed! With a sigh of relief the editor rushes up to the Club, grabs off a copy and settles down to enjoy the pleasures of his handiwork. Horror of horrors! Wrong captions under pictures, obvious misspelling of names, errors, errors, ERRORS! The not so gentle needling of friends, the veiled sneering of committee members, the cool treatment from the members whose promotion wasn't reported. Is it all worth while? Yes, it must be because bloody but unbowed, our unsung hero of the Editorial Board licks his wounds and vows that No. 2 will be bigger and better.

But let's get back to our theme. During the past several years the magazine has developed a somewhat standardized format and content. A cover picture usually illustrates the lead article and, in general, the issues are devoted to matters of interest to our own members. Features include lists of new members, changes of positions, and addresses, write-ups of all social and athletic events, meetings and testimonials, bulletins of coming events, an obituary column and listing of honorary memberships conferred are always carried. Club Notes are designed to give an intimate touch, and bowling and golf news adequately cover fields of interest to a large number of our members.

Of late, we've gotten away from original articles, both serious and humorous, but there is a hope and a definite need for such contributions in the near future. The talent is available,—it must be sought out and put to work.

Original art is encouraged when possible but the modesty of our artistic friends is unbelievable. We're still seeking replacements for John Sterl and Frank Love. In photography we have been fortunate on many oc-

casions to have good amateurs on our committee, but understandably, we must frequently rely on professionals.

Our standing among traffic club publications is high. We've won top awards in The Associated Traffic Clubs contest three times. This is high scoring, since the contest was not started until 1947 and a rule prohibits winning top honors more frequently than once in three years.

Budgetwise, the Bulletin has been kind to the Club. Considering the complete coverage of our large membership and the wide "exchange" distribution to other clubs, the cost is insignificant.

Does the magazine fill a real need in our Club? Unquestionably, yes, if we can judge from the kind comments of the officers and thoughtful members. Can the magazine be improved? You bet it can—if members will make helpful suggestions and keep the Editor informed on anything which can be published for the benefit of our members. It's your magazine. Help the Editorial Committee make it worthy of you and The Club.

COMMITTEE CONSIST

Our Club now has eighteen Committees compared with fifteen twenty years ago. Because of the complexity of the times, their make-up has increased substantially. Following are a few comparisons:

Committee	No. of Committees	
	1938	1956
Dinner	7	21
Editorial	3	10
Entertainment	5	34
Historical and Fine Arts....		13
Members Advisory		13
Membership	10	29
Public Affairs	5	11
Publicity	5	9
Reception	15	33
Speakers	3	7
Visiting	5	8
Sports: Bowling		33
Fishing	6	8
Golf		32

MEMBERS NUMBERS

If anyone is interested in the numbering system used for our members—in the beginning, there were 29 organizing members. The Club Roster of 1906 listed 50 charter members. Our first Secretary (Mr. C. A. Swope) sent out membership application blanks to those he knew to be interested. As these were completed and returned they were numbered consecutively as received. It later became a tradition of the Club that no membership numbers would be used twice. Current membership numbers are running in the 10,500 series. George F. Hichborn holds Membership Number One.

COMPARATIVE AUTOMOBILE PRICES — THEN AND NOW

As a special feature for our Anniversary Issue, several members have asked us to "dig up" information on automobile prices in the good old days (before World War II), and how they compare with prices today.

One of our reporters has been able to get the information listed below. Here they are, men—for standard four-door sedans, F. O. B., factory, and exclusive of extras:

ARE YOU?

- Are you an active member,
- The kind that would be missed,
- Or are you just contented
- That your name is on the list?
- Do you attend the meetings,
- And mingle with the flock,
- Or do you stay at your office
- And criticize and knock?
- Do you take an active part
- To help the work along?
- Or are you satisfied to be
- The kind who just belongs?
- Do you ever work on committees,
- To see there is no trick?
- Or leave the work to just a few
- And talk about the clique?
- So come to meetings often,
- And help with hand and heart:
- Don't be just a member
- But take an active part.
- Think this over, brother,
- You know right from wrong,
- Are you an active member,
- Or do you just belong?

CAR PRICES—1939, 1949 AND NOW

Make	1939	1949	1956
Plymouth	\$ 726	\$1,465	\$2,279
Dodge	855	1,750	2,658
DeSoto	970	1,881	2,821
Chrysler Windsor	1,010	2,021	3,014
Chrysler New Yorker	1,298	2,583	3,728
Ford Standard 8	727	1,450	2,252
Lincoln	1,399	2,495	4,185
Mercury Standard	957	1,975	2,487
Chevrolet	689	1,375	2,211
Pontiac	922	1,637	2,463
Oldsmobile	952	1,715	2,647
Buick Special	1,109	2,023	2,581
Buick	1,359	2,563	3,205
Cadillac Series 62	2,090	2,890	4,241
Hudson Super 6	908	2,075	2,917
Hudson Hornet 8	1,079	2,348	3,444
Nash Ambassador	985	2,134	2,832
Packard Standard 8	1,196	2,140	2,930
Studebaker Champion	740	1,688	2,182
Studebaker President	965	2,019	2,674

Automobiles have improved a lot since 1939, and many of the 1956 models listed above include automatic transmissions and many other features as standard equipment. Prices for 1957 models are even higher than those shown.

The comparisons are given merely for nostalgic value, and possibly to assist some of our members in getting those much-needed raises.

CLUB MANAGER



ALOYSIUS ROUTHIER

Managing a Club as large as ours is a full time job and the gentleman shown above (to the left) greeting President E. A. O'Brien is our respected Manager Al Routhier.

Acting as liaison man between the Club and the Hotel Biltmore, supervising details, conning the cigar counter, keeping the help happy and cooperative, assisting our members in securing last minute hotel accommodations, making certain there are enough towels in the washroom—these are only a few things a Club Manager has got to worry about.

We are most fortunate in having Mr. Routhier for this job. He joined us on September 1st, 1950 after having been associated with the Biltmore Hotel in many capacities (including that of Assistant Manager), for twenty-one years. Blessed with a pleasing personality, a ready smile and substantial amount of business acumen, Al is one of the Club's biggest assets.

CHECK AND DOUBLE CHECK



RICHARD RAKOWSKY AND
WILLIAM JONES

Running the hat check room is only a small part of the duties of these two friendly guys. Every notice sent

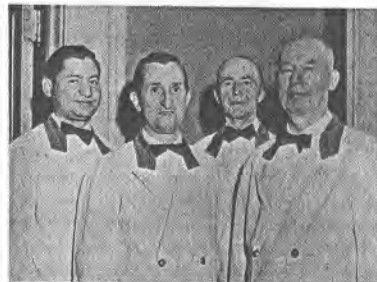
through the mails from our Club is handled by Dick and Bill. They are the experts of the addressograph machine, and as most committeemen will agree, they waste no time in getting the mail out.

Richard Rakowsky came to us in July 1950, later put in a two year hitch in the Army and returned in May 1953. He is married and resides in Woodside, L. I.

William Jones entered our employ in October 1950, but when Uncle Sam beckoned him in January 1953, he responded and remained in service until February 1955. He has been back with us since. Bill is single, thirty years of age, and was born in Nanticoke, Pa. Although a Giant fan, he calmly lives in Brooklyn.

Both of these men have the fine qualities of refinement, efficiency and courtesy in their makeup. We're proud to have them in our organization.

YOU NAME IT—THEY'VE GOT IT



(Left to right RAY, TONY, SCHANNER
and BAPTISTE)

The lads pictured above head our call in the Club lounge, grill and upstairs tap-room. By a coincidence seventy-five percent of them are bachelors. In the minority is Ray Ramos (on the left) who is married, has two children and lives within shouting distance of the clubrooms.

To his left we see Tony Cassella who resides in lonely splendor on the island of Manhattan. Sharing the island with him is A. Schanner, a linguist in his own right; and the famous Giovanni B. Genetelli, known to his intimate friends as "Baptiste."

These gentlemen have served us long and well. They are efficient, good-natured and loyal.

ASSISTANT MANAGER



LEO FRECHETTE

If he greets you once, he will never forget you. That is the reputation of our genial Assistant Manager, Leo Frechette. Fortified with this encyclopaedic memory, Leo often comes to the rescue of confused officers and members.

Leo originated in St. Come, P. Q., about fifty years ago. As a young man he joined the Oxford Paper Company as a wood cutter and part-time company store manager. Though he became an American citizen in 1933, he still retained some allegiance to the British Empire by marrying Marie Ann Allaire, a Canadian girl, who presented him with a daughter—Carol Ann.

He joined the staff of our Club on January 16th, 1930 and is our oldest employee in point of service.

Your visits to the Club will be made all the more enjoyable with this gentleman on hand to welcome you. He's happy to do it and we are happy he is with us, always on call, always cheerful.

HEAD WAITER

Henry Pfetznner, known to all of us as Henry, has been Head Waiter in the Dining Room during the past four years. Catching Henry without a menu in his hand is as rare as seeing George Rehm without a cigar.

Before coming to the Hotel Biltmore, Henry was Assistant Head Waiter for the Louis Sherry Restaurant on Park Avenue for eighteen years. In that capacity, he had charge

of many notable affairs, including one for Prime Minister Winston Churchill and the wedding party of Henry Ford III at Southampton. Henry was also Head Waiter at the Everglades Club in Palm Beach, Florida for twelve years.

A refined bachelor from the old school, Henry was born in Austria and served with the American Army during World War I where he was assigned to the Infantry and saw much combat. He participated in five major engagements for which he has been suitably decorated.

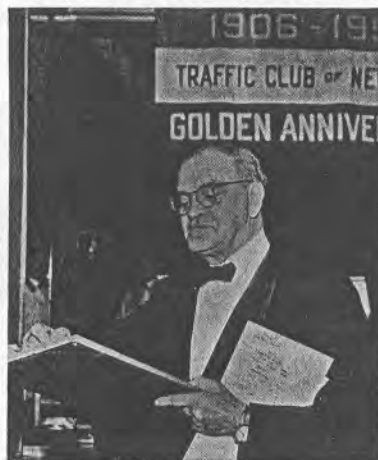
Whether it be a full course dinner or a light snack, Henry will always give you the full treatment during your moments of relaxation.



HENRY PFETZNER

CAPTAIN OF WAITERS

The problems of running a dining room in a Club as large as ours are many. When service is slow, the food cold, no butter, prices shown on the check not agreeing with those posted on the menu—the man who solves



FRED OSWALD

them all, is our own Fred Oswald, Captain of the Dining Room.

Fred has a vast number of years experience behind him dealing with the public. He was Captain of the cocktail lounge in the Hotel Biltmore for a long time before coming to us a couple of years ago. No complaint is too small for Fred to handle to a diplomatic conclusion. He is pleasant to converse with and a warm greeter.

DEAN OF WAITERS

MAX SCHMIDT

Assigned to our Club dining room in January 1934, Max Schmidt has the distinction of enjoying the longest period of service as a waiter in our Dining Room.

Max was born in Austria, sixty-three years ago and migrated to this

country in 1911. He now resides in the Bronx. Max enjoys his association with our members and delights in recalling his youthful days in Austria. He is an excellent waiter and a real gentleman.



OFFICE STAFF

Can you visualize having 2800 bosses and keeping them all happy? That's the job of Mrs. Ethel Kurtz, otherwise known as "Smitty," who is pictured below with her two assistants. You will always find them at their posts in the Club office back of the cigars.

These gals are responsible for the tabulation and collection of house charges, membership dues, keeping the Club Roster current, and disbursing the Club funds.

Mrs. Kurtz lives in Bellmore, L. I. and has been with us for 11 years. Despite the heavy burden of responsibility she always manages a smile, and appreciates a good story. Happily married, and a proud grandmother of one boy, "Smitty" can always be relied upon to do a job that needs to be done.



Left to right: Mrs. Ethel (Smitty) Kurtz (Office Manager), Miss Carman Fraser, Mrs. Katherine Schaefer.

ENTERTAINMENT COMMITTEE

As it presently exists, the Entertainment Committee in a small way reflects the growth and activity of the Club as a whole. The 1956 committee consists of 34 members including its Chairman and Vice-Chairmen. Fifty years ago, the affairs of the Traffic Club required an entertainment committee composed of a Chairman and one assistant. As late as 1936 the committee included only a Chairman and four committeemen. Down through the years as the Club has prospered and grown, the Entertainment Committee has assumed more and more duties and its size has necessarily been increased.

Unlike some of the other Club committees, appointment of a member to the Entertainment Committee usually means that member is embarking on an active tour of duty. For instance, the incumbent chairman has been an active member of the committee since 1950. Our venerable and genial Vice-Chairman, Bill Allen, has served on the committee with distinction for nearly 7 years. An unusual situation exists in connection with still another Vice-Chairman, Dan Carroll. Dan was actually serving the committee before he became a member of the Club. One of his associates was an important member of the committee having the need of some assistance, he pressed Dan into service while Dan's membership application was awaiting approval. Dan has served continuously ever since, including his tenure as Chairman during 1955. Other members of the present group who can point with pride to multiple years of service include such stalwarts as Jim Patterson, Bill Harahan, John Peterson, Bill Malone, John Dent, Art Flood, Erv Hel-land, Bert Hoffman, Harry Jones, Ray Kelaher, Steve McDermott, Harry McLaughlin, Vic May, Tom Peel, Ken Smart, Jim Smith, Buster Turner, and George Weyant.

This carrying over from year to year of many of the committee's membership is not just an accident. The duties of the Committee are of

such a nature that the efficient accomplishment of most of the tasks requires experienced and willing workers. A succession of Presidents has wisely seen fit, therefore, to build each new Committee around a hard core or nucleus of well-seasoned performers. Much of the Committee's success can be attributed to such a policy.

The Committee's year begins with the Christmas Luncheon held just prior to Christmas each December. The luncheon, is followed by a turkey raffle whereby many Club members and their guests are enabled to surprise their families by bringing home the Holiday Bird. In past years, it has been the practice to pass out claim checks to the winners on the day of the affair and then have the lucky ones claim their turkeys at the Club on some later date. Last year the Committee tried an experiment that has proven decidedly successful. By distributing the turkeys direct from the stage as the lucky numbers were drawn, they were able to eliminate one entire operation. The successful completion of the experiment was due in large measure to the capable handling given this particular assignment by a crew consisting of Art Flood, John McCormick, Murray Davitt, Jug Schmidt and several others under the able direction of the Vice-Chairman in charge of Distribution—Bill Harahan. Incidentally, in this endeavor as well as several others later in the year, the Committee was given a grade 'A' assist by Si Levy, who provided transportation and other help.

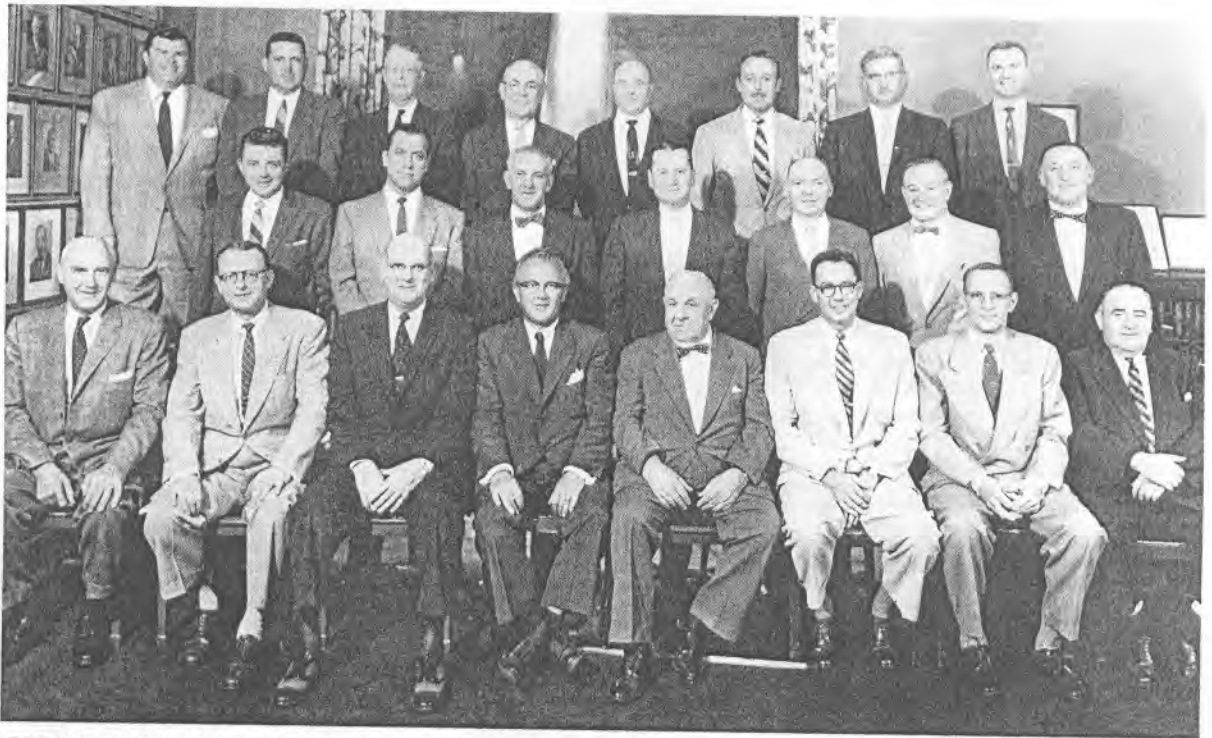
Immediately following the Christmas Luncheon comes the Christmas Open House in the Club Rooms. This annual event brings out many old and new members who eagerly look forward to it each year. The Committee's duties here are to provide entertainment, distribute door prizes and act as hosts. Whenever possible, a member of the Committee enacts the role of Santa Claus. For that role last Christmas we were indebted to Charlie Cos-

tello, who, although not a member of the Committee, has been allied with it for many years. Vice-Chairman, Bill Malone, as usual, distinguished himself at the microphone during the drawing for door prizes.

In March of each year it becomes the pleasant duty of the Committee to arrange a dinner dance in honor of Erin's patron, the good St. Patrick. Perhaps St. Patrick had more than a little to do with the fact that in 1956 (a year in which our party was actually held on March 17), the President of the Club happened to be a broth of a lad with the moniker Edmund A. O'Brien. As usual, the party was a complete success and many were the praises heaped upon our entertainers of the evening, a dance team billed as "The Talbots."

The Kiddies' Easter Party sponsored each Easter Saturday has gradually taken on such importance that it is now one of the Entertainment Committee's major functions. It is second only to the Annual Dinner from the standpoint of attendance. From its inauguration in 1927, the affair has blossomed into an extravaganza that commands real attention. In 1956, the Committee filled and distributed more than 900 bags. Including children and parents, there were well over 1100 people on hand to witness the outstanding five act vaudeville show slanted toward juvenile taste. Preparations for the party require long hours of trying labor and every member of the Committee is requested and expected to contribute 100% cooperation. The children enjoy the affair to the utmost and the Committee's reward lies in the satisfaction of witnessing the pleasure and excitement of the kids. In passing, it may be interesting to note that in 1956, many of the children present were the offspring of parents who had, themselves, attended as children during the early years of the Easter Parties. It is difficult to single out an individual committeeman for especial praise in connection with this endeavor. Each and every one gives fully

ENTERTAINMENT COMMITTEE



LEFT TO RIGHT: (Seated) Messrs. Flood, Peterson (Vice-Chairman), Patterson (Vice-Chairman), Poore (Chairman), Allen (Vice-Chairman), Harahan (Vice-Chairman), Hoffman and Kelaher. STANDING, SECOND ROW: Messrs. Peel, Blagg, Jones, Davitt, Pike, McLaughlin and Turner. STANDING, LAST ROW: Messrs. Molloy, Smart, Weyant, Meisinger, May, Scott, Johnston and Hudson. Missing from picture: Messrs. Malone (Vice-Chairman), Flagg, Coogan, Dent, Helland, Kessler, McCormick, McDermott, Schifferdecker, Schmidt and Smith.

and freely of his time and effort. We are compelled however, to specifically mention Buster Turner who, along with his other labors, gave us a photographic record of the full event, in color, and also secured the largest single contribution of bag items.

The year 1956, of course, marks the Fiftieth Anniversary of our Club. On April 25th, the Entertainment Committee was privileged to join with the Anniversary, House and Dinner Committees in a Gala Dinner commemorating our Golden Anniversary. At later functions during the year, the Anniversary Committee very generously provided caps and prizes for the July Outing.

It is quite probable every Club Member has at one time or another attended at least one of the Club's Outings. We believe the 1956 Outing at Travers Island was one of the best.

The usual fine Shore Dinner, excellent weather, outstanding examples of prowess exhibited in the athletic contests and the general good humor of the participants—all these contributed to the gala festivity. Ray Kelaher's handling of the egg-tossing contest was superb, and of no less consequence were the fine jobs done by golf officials, Hoffman, Pike and Weyant, and by Schifferdecker, Schmidt and Scott; also by horse shoe custodians Rehm and Jones. The shippers' ball team led by McDermott and Coogan lost a close one to the carriers under the direction of Peel and Hudson. Jim Patterson and his crew composed of Jim Johnston, Harry McLaughlin and Vic May turned in another excellent job of meeting and registering our members and their guests. Bill Harahan, assisted by John Dent and Jimmy Smith

made certain there were caps, etc. for everyone. Bill Allen called the turn on the door prizes and Dan Carroll and John Peterson made sure that fortune-wheelers Charlie Costello, George Maule and Paddy O'Connor were kept well supplied with liquid stocks.

A relatively new function for the Club is its "Day at the Races." Inaugurated in 1955, it may soon prove to be one of the most popular Club activities. August 3rd, 1956 arrived accompanied by excellent weather. A most pleasant trip to Monmouth Park via steamer and motor coach capped by an exceedingly fine luncheon on the Club House Terrace, rewarded those who made reservations. After lunch, each attended to his or her program selections, and finally returned to the city by air-conditioned train. All in all, a perfect day. To Jug

Schmidt we are indebted for his fine handling of the ladies' souvenirs.

On October 13th, 1956 the Club revived an affair that has proved most enjoyable and entertaining in the past. Under the able direction of George Dobbs, a Minstrel-Variety Show was presented. The entertainment committee played an important role in connection with this event. In addition to having eight of the group in the cast, the entertainment committee also supplied stage hands, cue men, prop men and ushers.

The final event of the 1956 Entertainment Committee year was the Thanksgiving Luncheon at the Commodore on November 13th. A large number of turkeys were distributed to lucky ticket holders. Vice Chairman Jim Patterson was in charge of this event.

The Entertainment Committee today is little different from the Committees of days gone by except that its functions have become more complex because of our increased membership. The Entertainment Committee of 30 years ago sponsored bridge parties for the ladies, chess contests for the men, a Glee Club, and a number of tennis matches, plus the Annual Outing, the Amateur Show, a New Years Eve Party and entertainment for our Dinners, Luncheons and Meetings. Today's Committee doesn't have to worry about bridge, chess, tennis or a glee club—but they have to raffle off turkeys, go to the races, and play host at Eastertime to the charming-est bunch of kids this side of Heaven.

DINNER COMMITTEE

This Committee perennially headed by the stalwart Harry H. (CI&M) Meyer, performs what is probably the most difficult and exacting task the Club has—that of arranging all its dinners and luncheons. Attendance at many of these affairs runs into the thousands and the total meals served (not counting the daily meals served in our clubrooms, which are supervised by the House Committee), reach astronomical totals.

In addition to arranging our dinners and luncheons, the Dinner Committee must also attend to the seating arrangements including the seating of the honored guests. This requires a considerable amount of perspicacity and diplomacy. The head tables at our Annual Dinner last February seated 87 honored guests and over 300 attended the President's Reception.

The Dinner Committee this year consists of H. H. Meyer as General Chairman, C. H. Beard as Vice General Chairman, A. B. Bierdeman, Vice Chairman, J. W. Brennan, Vice Chairman, and A. C. Schier, Vice Chairman. Sixteen other distinguished gentlemen complete its make-up. It performs its huge task with an easy precision that is nothing short of remarkable.

HISTORICAL AND FINE ARTS COMMITTEE

The Historical and Fine Arts Committee was created in 1939. Its original purpose was simply to recommend for acceptance objects of art with historical significance, for our Club. Facetiously, some members claim that it was through the efforts of this Committee that we find genuine "Dutch Masters" at our cigar counter instead of stogies, rugs on our floors instead of sawdust, paintings on our walls instead of truckmen's calendars, and a library rather than a poolroom.

Actually, the Committee's work embraces a number of activities other than the uplift of our cultural standards and the preservation of our art objects. It has been given the added responsibility of conducting our pub-



G. C. REINHARDT, Chairman

lic speaking classes. This year, Chairman George C. Reinhardt (Northern Pacific Railway) opened a chapter of Toastmasters International within the Club, and the response of the membership has been most enthusiastic. Meetings of the Toastmasters group

are held regularly in the clubrooms and participation requires only a modest fee.

Mr. Reinhardt's committee consists of a Chairman, two Vice-Chairmen (F. M. Finsthwait and A. H. Zundel—deceased) and ten members. Mr. C. F. Rahn of the Neptune Storage Co. has acted as Vice-Chairman in charge of the Toastmasters group this year.

PUBLIC AFFAIRS COMMITTEE

Page 27 of our current roster reproduces the Club's Constitution. Article IX thereof lists the duties of the Public Affairs Committee thusly:

"The Public Affairs Committee shall be watchful of the trend of public opinion, legislation, etc., affecting the interests or carriers and shippers, and which may in any manner affect the maintenance of the commercial and manufacturing supremacy of New York and such other related questions as the Committee may deem proper or advisable to place before the Club for formal action."

In by-gone days this Committee was most active in the affairs of the Club. In fact, it supplied grist for the mills of most of our speakers during a time when issues on transportation questions gripped the interest of most of our membership.



John S. Carlson—Chairman

Such interest has not died down but today's communication systems, with a multiplicity of newspapers, magazines, trade publications, plus radio and television facilities, have siphoned off most controversial items to the point that it would be repetitious to handle them within the portals of our Club.

Nevertheless, the Public Affairs Committee keeps itself alert and readied to meet any current situation that may arise. In addition, it cooperates with the Editorial Committee in supplying items of unusual interest for publication in the Bulletin.

THE BIG THREE OF THE SPORTS COMMITTEE



Left to right—Chairmen John Prince (Golf), George Rehm (Bowling) and Ernie Vohs (Fishing)

SPORTS COMMITTEE

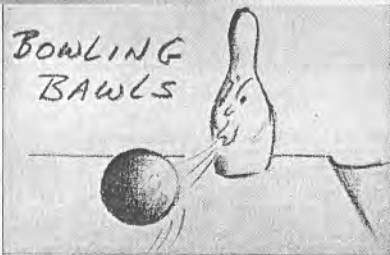
Sports activities have always had strong support in the Traffic Club of New York. Our Bowling and Golf Tournaments have set the pace for other traffic clubs throughout the country.

BOWLING goes back to the earliest beginnings of the Club when a small group of keglers would gather downtown at the City Hall Bowling Alleys after our meetings. Its popularity increased through the years, so much so that it has now become the largest sporting activity of our Club. Genial, capable George J. Rehm (who is now in the moving business representing the Auto Van and Warehouse Corporation) has headed Club's Bowling activities for many years. Sessions are held Monday nights during the season (which begins right after Labor Day) at the Alleys on 8th Avenue and 23rd Street. Paul J. O'Toole (D&H RR) is Secretary of the League. Following the Bowlers Banquet on May 21, 1956, he announced the winners of a thirty team contest. Highest bowling average was achieved by Fred Frayer, Jr. (Northern Pacific RR).

GOLF is another important activ-

ity of the sports committee. This year John A. Prince (Pennsylvania Railroad) is Chairman of our Golfing Committee. This Committee has had a busy season arranging the Annual Golfers Luncheon and five golf outings which drew a record turnout. At the farewell Outing, October 18, 1956, held at North Hills Golf Club, the Committee distributed 135 handsome prizes to those attaining the best scores during the 1956 season.

FISHING is a relatively new sports activity so far as the Club is concerned. It was started by a group of club anglers under the guidance of Dick (NKP) Julian who undertook this project as Chairman in July, 1949. At that time three boats were chartered at Freeport, L. I. The enthusiasm portrayed during that first party caught on. The Club's fishing party on July 26, 1956, saw eight boats put to sea with 175 happy fishermen aboard. They did all right, too. Ernie Vohs, Fishing Chairman, tells us that his parties have always been blessed by excellent weather and the catches have always been voluminous. Following the Outing the fishermen gather at McCluskeys Steak House, Bellmore, L. I., for food, refreshments and prizes.



FIRST BOWLER — 1956 SEASON
 Vice-President H. H. Huston Starts
 a Fast One Down the Alley
 (P.S. It Was A Strike)



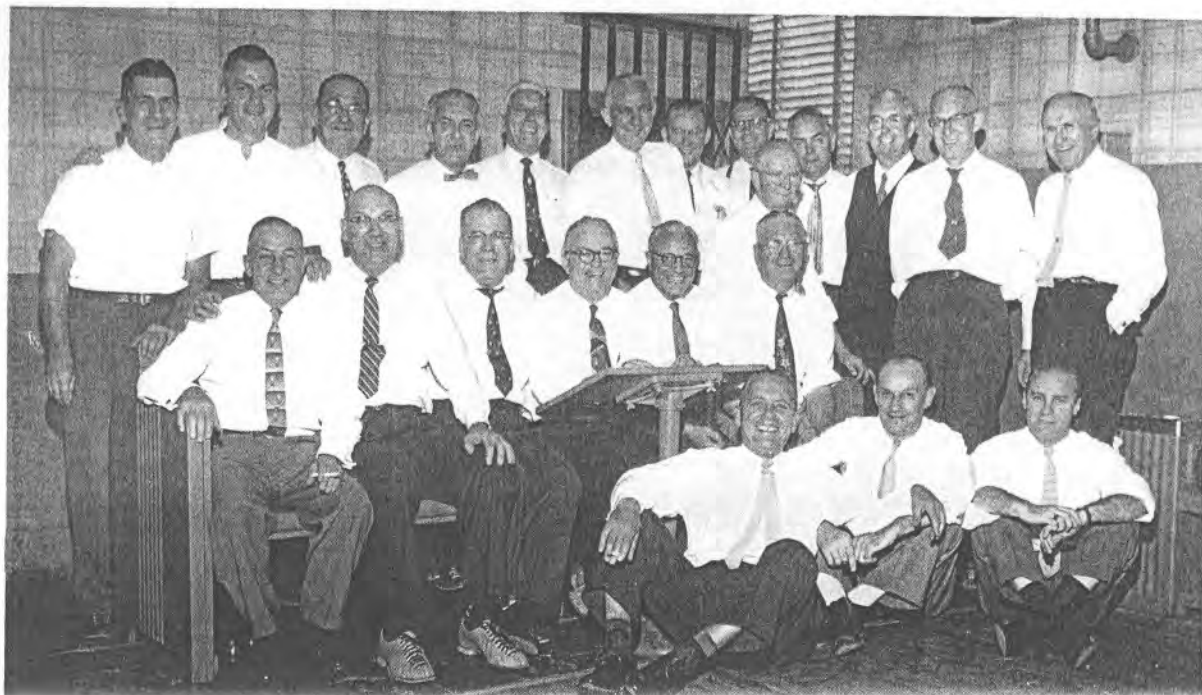
OPENING NIGHT—TRAFFIC CLUB BOWLERS
 Chairman Rehm of the Bowling League, flanked by Secretary O'Toole,
 gives bowlers their instructions.

A Bowler's Hoodoo—The 10 Pin
 It stands and stands till it makes you
 mad,
 You call it names, not loud, but
 bad,
 As it moves, tilts and seems to turn
 There it will stand and you sure do
 burn.
 You're in the pocket, and the pins
 will scatter,
 You see it stand and ask "What's
 the matter?"
 Like the Tower of Pisa, there it will
 lean,

But fall it won't—put that in your
 bean.
 What a game it would be if the 10
 pin would fall
 For anyone who hit the headpin
 with the ball.
 So make up your mind that you must
 hit 'em right
 Not too high and not too light.
 There'll come a time when its sure to
 fall
 And you're bound to say "it's great
 after all."

BOWLING CAPTAINS — 1956

LEFT TO RIGHT: (TOP ROW) Captains Egler, Moore, Westlake, Jones, Brunner, Mauer, Labus, Peterson, Winters,
 Kroll, Cooke, Price and Gerlin. (MIDDLE ROW) Captains Schifferdecker, Patterson, Hiby, Moffet, Stifter and
 Wright. SEATED ON FLOOR (BOTTOM) Captains Wroldsen, Hafer and Monks.



GOLF

*"No matter how you slice it,
it's still a golf ball."*

Well, men, it's all over! The Final Golf Outing of the Traffic Club season was held at North Hills Golf Club, Douglaston, L. I., on October 18, 1956. Two hundred members and guests played golf, ate lunch and played some more (golf). When the day was far gone, most of them returned to the clubhouse to clean up and stoke up on drinks and dinner.

Following dinner, John (PRR) Prince, Chairman of the Golf Sports Committee, and A. A. (C&O) Hiby, Vice-Chairman, distributed 135 handsome prizes to the best scorers, including a few consolation prizes for the dubs. There were also prizes for non-golfers holding lucky numbers.

Everybody had a swell time and the party broke up only when the boys realized that it was time to make peace with those left behind. All-in-all it was a fine golf season, and the Bulletin expresses appreciation to the hard-working members of the Sports Committee who made everything possible.

REFLECTIONS OF A GOLFER

Up from the bunkers and out of the rough

The weary duffer turns,
Where a lonesome wife peers into the night
And the friendly home light burns;
Where children wait for a stranger's face

As they huddle around the door,
And the dog leaps up with a startled bark
From his resting place on the floor.

Up from the sand pits and out of the woods
The duffer turns back home;
From the sunken traps and the cuppy lies

And the ponds he whipped to a foam;
And a woman's face peers into the dusk

Where the autumn stars are hung,
For one who left on a May day call,
When the heart of spring was young.

Month after month through the matted grass
Far off from the beaten trail,
He had followed the flight of the soaring pill
Wherever it chanced to sail.
And the telephone rang on a vacant desk
Where the dust was gathered high,
As he moved from bunker to trap to pit
With a gleam of hate in his eye.

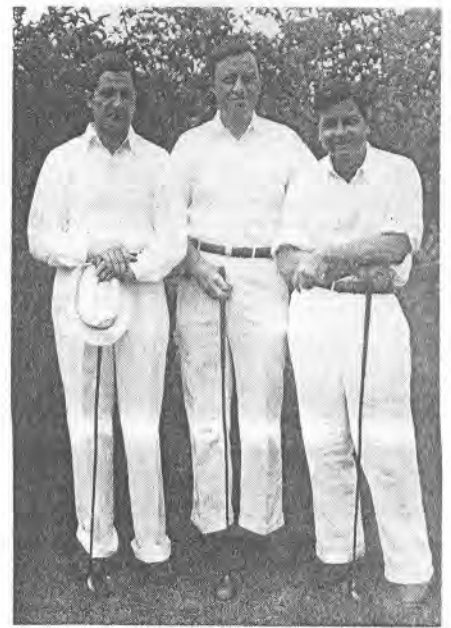
There was the day when his drive was straight;
But his mashie was a flop;
There was the day when his mashie sang,
But none of the putts would drop;
There was the day when he had six pars
And his eyes began to shine,
When he found an elephant hoof in the sand
And finally got a nine.

There was the day when he cured his slice
And straightened 'em out—and then
Just as he challenged a rival dub
The slice came back again;
And the far-off hills heard his bitter cry
As he hit them on the shank
And looked for his ball in the heavy rough
Where the tangled weeds were rank.

Wife and children and home and job,
Part of the ancient span,
But what could he do when a four-ball match
Needed another man,
Where the sky was blue and the grass was green
And the fairways smooth and wide,
With the little white ball on its waiting tee,
All set for the coming ride?

Up from the bunkers and out of the rough
The duffer starts back home,
With a bitter curse for the idle Scot
Who first churned up the loam;

GOLFERS—1936



Snapped at Wykagyl Country Club Golf Outing. Left to right: W. T. Burns. (Union Pacific R. R.), F. G. Fitz-Patrick (C&NW Ry.) and Russell Gray (Railway Sales and Service).

THE PRESIDENT AT PLAY



E. A. O'BRIEN
(P. S. That's a mandolin, and it belongs to John Mahoney, I. C. Ry.)

And "Never again!" I heard him call,
As he thinks of his final swing,
As he plods on back to his home and job—
To wait for another spring.

RECEPTION COMMITTEE

The duties of the Reception Committee, it says right here in the Club roster, are:

"The Reception Committee shall receive members and their guests at the meetings of the Club and perform other duties of a like nature at the direction of the President."

In the early days of the Club the Reception Committee members were drawn by lots. The system is different now—they get appointed. Each appointee first has to take an allergy test for badges and a careful screening against introversion. The ideal receptionist must be the type who is always glad to see you—and your freight, if you have any.

Reception Committee members take up their post at noontime near the Club's elevators. They must be alert, and they must have a fairly good memory for names and/or faces. It doesn't pay to be impulsive or over-eager. For example, earlier this year one of the men on duty hustled a couple of strangers back to the bar. Just before he signed up for



C. A. DENTE, Chairman

some king-size helpings of fire water, he discovered that they were, respectively, a Fuller Brush man and a bill collector.

For routine occasions such as our daily luncheons, you will find unfailingly, three members of this Committee stationed at the cigar counter. In gala, festive mood they are ready to welcome one and all. If you are a new member, their solicitude will

quickly enable you to know your own way around. Focal points, such as the location of the telephone, will soon become as familiar to you as where you keep that extra fifth in your desk.

But this is not all. The members of the Reception Committee turn out en-masse for occasions like our Annual Dinner, the Kiddies' Easter Party, the Outing at Travers Island and (this year) our Minstrel-Variety Show.

Make no mistake about it. The Reception Committee is performing an important task, modestly and efficiently, in a way that makes many of us believe, "It is more blessed to receive than to give."

Our sporting champ, Charlie Dente, who is now connected with the Wilson Freight Forwarding Co., Inc., is Chairman of the Reception Committee this year. Charlie supervises a "man-sized" committee consisting of three vice-chairmen and 29 members. He wants everyone to know that he received the most excellent cooperation from the members of his committee and from our Club Manager, Mr. A. Routhier.



RECEPTION COMMITTEE

Left to right (Seated): Messrs. Young, Fawcette, Braun, (Vice-Chairman), Maule (Vice-Chairman), Dente (Chairman), O'Connor (Vice-Chairman), Mason, Finnegan. Standing): Messrs. Rauscher, Ludwig, Adler, Wilson, Egler, Rigo, Mac Mullen, Janer, Newman, Woods, Dick, Scott, Rossi and Gerks.
Not present when picture was taken — Messrs. Parker, Green, Leahy, Trippe, Sullivan, Brown, Weifert, Unger, Geiger, Larrabee, Massa, Nixon

PUBLICITY COMMITTEE

The work of the Publicity Committee is unique. It must be sure that the publicity received is favorable—and it must also be sure that certain activities are well-publicized. Yet it does not actively seek publicity for publicity's sake. Rather it makes press and trade paper contacts to insure that the Club's Officers and the speakers at its events receive accurate and favorable mention.

During 1956 the Publicity Committee was successful in receiving over four thousand lines of publicity in various newspapers throughout the country. The speaker at our Annual Dinner received publicity for his speech in some forty different newspapers.

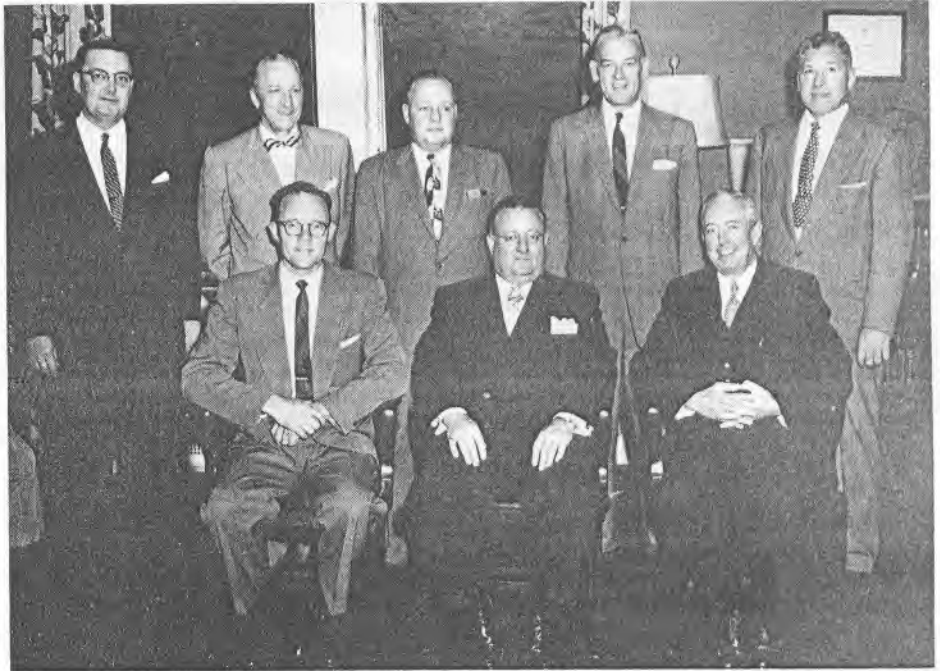
Publicity Committee Chairman Vincent G. Berdolt, General Agent, Wabash Railway, puts it thus:

"What we do in the way of publicity is simply to tell the folks on the outside something about the activities of our Club and the major events that take place. We also give a pat or two on the back to the busy men who take time out to address us at our functions."

HOUSE COMMITTEE

The House Committee supervises the facilities of the Club including the dining room, grill, lounge and upstairs. It must look after furnishings, meals, discipline and a host of details connected with the smooth operations of our Club. It works closely with Club Manager Routhier and with the Management of the Biltmore Hotel, who staff and maintain our club rooms. Among the accomplishments of the Committee this year were improvement in our luncheon and dinner menus and a general refurbishing of our quarters.

PUBLICITY COMMITTEE



Left to right: (Seated) Messrs. Rye (Vice-Chairman), Berdolt (Chairman), and Cooke (Vice-Chairman). (Standing) Messrs: Robertson, Stone, Erickson, McCormick and Hassett. Not present: A. T. Williams, deceased.

HOUSE COMMITTEE



Left to right: Messrs. Anderson, Waehner, Rehm, Grimm (Chairman), Brennan, and Julian (Vice-Chairman). Not present when picture was taken — Harry Brand.

SPEAKERS COMMITTEE



MORRIS FORGASH, Chairman

There is no hard and fast pattern or formula to follow in the quest for qualified speakers for the functions held by the Traffic Club of New York. The main objective of the Committee is to secure speakers of national prominence and stature who will have a message of interest and importance for the Club members. The Speakers Committee must utilize personal contacts and various avenues of approach to accomplish its objectives. The duties of the committee do not cease upon acceptance by a speaker but continue up to, and sometimes beyond, the delivery of his talk.

Morris Forgash, Joe Seiler, Arthur Baylis, John Dennis and Charlie Beard presently man this illustrious and important committee.

TREES

(a golfer's view)

I think that I shall never see
A hazard rougher than a tree,
A tree o'er which my ball must
fly

If on the green it is to lie;
A tree whose leafy arms extend
To kill the mashie shot I send.

A tree that stands in silence
there,
While angry golfers rave and
swear

Niblicks were made for fools
like me

Who cannot ever miss a tree.

VISITING COMMITTEE

The health graph of our Club has zoomed to new heights since the jolly group pictured on this page took over the responsibilities assigned to the Visiting Committee.

The Visiting Committee is charged with the duty of calling upon and rendering comfort to sick members. This may consist in paying personal visits to hospital, sickroom or home, or sending reading matter, smokes, candy, flowers, etc. to those members who may be convalescing. With such a vast membership as ours, it would be impossible for a small Committee such as this to be personally acquainted with all the details surrounding the activities of each member, hence the Committee is necessarily dependent upon every scrap of information

that can be supplied by other Club members.

This year members of the Visiting Committee made personal calls on thirty-two of our members who were incapacitated because of illness.

The Committee meets each month to discuss progress and ways and means of doing a better job. They frequently are confronted with situations which require much wisdom, good taste and good judgment to decide when to visit and what to give. On the droll side we can imagine instances where a Committeeman might call on a guy reported sick only to find him hale, hearty and very much back on the job; or sending cigars to a non-smoker; or liquor to a teetotaler; or books to a guy who can't read; or (heaven forbid)—a steamer basket to a railroad man.

VISITING COMMITTEE



Left to right: (Front Row) S. F. McDermott (Vice-Chairman) and J. J. Mahoney (Chairman). (Back Row) Messrs. Swanson, Schroeder, Culbreth (Vice-Chairman) and Howland. Missing from picture: Messrs. McIntosh and Sims.

MEMBERSHIP COMMITTEE

There's a half-century old tradition that the first membership committee of the Traffic Club of New York had to keep out those whose sole reason for joining was to sell pearl-handled buggy whips, Prince Albert coats, gray spats or cigars to our members. Today we have to exclude those who might high-pressure our members into buying sports cars, suburban houses, storm windows or blue-sky stocks.

The present membership committee consists of representatives in the field of Motor, Air, Rail and Water

Transportation. They meet for lunch once a month to process applications and discuss committee matters generally.

The Membership Committee takes its job seriously and the Club's Constitution is its bible. Its members regard themselves as talent scouts for males engaged in the business of transportation. They screen each individual and make it their business to have at least one member of the Membership Committee meet and know the applicant personally before approving his application. This personal appraisal can be most important.

CLUB MEMBERSHIP ANALYSIS

An analysis was made in 1930 of the occupational groups comprising our Membership. It revealed the following percentages:

Shippers	29%
RR (Freight)	31%
Steamship	15%
Trucking	4%
Warehousing ..	3%

Twenty years later, in 1950, this had changed to the following proportions:

Shippers	34% (up 5%)
RR (Freight)	23% (down 8%)
Steamship	9% (down 6%)
Trucking	10% (up 6%)
Warehousing ..	5% (up 2%)



MEMBERSHIP COMMITTEE

Left to right: (Seated) Messrs. Winters, Langen (Vice-Chairman), Gordon (Chairman), Costello (Vice Chairman), Moffett. (Standing) Messrs. Brunner, Vescelius, Head, Culbreth, Biondi, Glacel, La Forge, Portnoy, McCabe, Curtin, Fitzsimmons, Ayre, Brand. Missing from picture: Messrs. Campbell (Vice-Chairman), Nutley (Vice-Chairman—transferred), Pratt (Vice-Chairman), Connors, Gigger, Kielgas, Miller, Olsen, Roddy, Schifferdecker, Welch.

MEMBERS ADVISORY COMMITTEE

In the Club's encyclopedic roster it is stated "The Members Advisory Committee shall act without fee, furnishing to our members information of prospective employment."

This year the Committee consists of Barney J. "Gravel" McSweeney Chairman, Charles H. Trayford, Vice-Chairman, and eleven members. The Committee has received and processed over fifty applications for positions. Each of the applicants was required to furnish a resumé of his background and experience and received a personal interview from a member of the committee. The committee was successful in placing many of the applicants in suitable positions.

It is not an employment committee in the usual sense of the term, since it does not actively compete with bona-fide employment agencies. Rather, it is a committee that functions to assist members of the Club in either finding positions or obtaining help. Its designation "Members Advisory Committee" is perhaps misleading to many, and provides no clue to its real function—job placement.

The Members Advisory Commit-

THE UNPAID CLAIM

It is much to be regretted
That your goods are slightly wetted,
But our lack of liability is plain—
For our latest Bill of Lading,
Which is proof against evading,
Bears exceptions for sea water, rust
and rain;
Also sweat, contamination,
Fire and all depreciation,
That we've ever heard of on a ship.
And our due examination,
Which we made at destination,
Shows an improvement in your cargo
by the trip.

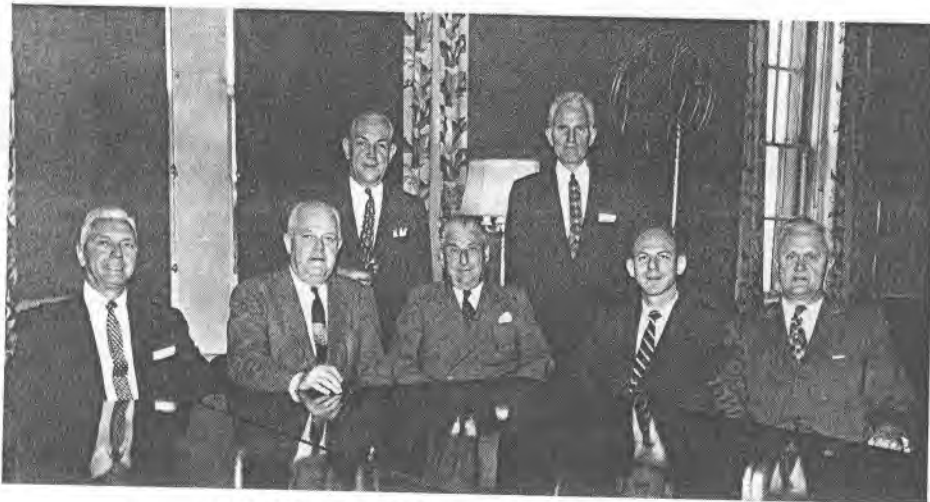
Furthermore, the protest shows
That the master blew his nose,
And the hatches were demolished by
the gale.
Oh, we'll all stick together
To prove it's heavy weather,
For we've got the cargo owner by the
tail,
So reserving all defenses,
Alibis and false pretenses,
We suggest that your underwriter
man

tee cooperates with a Joint Commit-
tee for Traffic Employment, which
comprises most of the other traffic
clubs in the New York area.

Is the guy that's out of luck;
We always pass the buck;
Yes, we always duck the issue if we
can.

'Tis a cause of grief sincere;
And we almost weep to hear
You are claiming for your cargo wet
by rain.
It really is a crime
That you're wasting your time,
For our Bill of Lading clauses make
it plain—
That from usage, rust or seepage,
Water, sweat or just plain leakage,
Act of God, restraint of princes,
theft or war,
Loss, damage or detention,
Lock-out, strike or circumvention,
Blockage, interdict, or loss twixt ship
and shore.

Quarantine, or heavy weather,
Fog or rain, or both together,
We're protected from all these and
many more;
And it is very plain to see
That our liability,
As regards your claim is absolutely
nil,
So try your underwriter,
He's a friendly sort of blighter,
And is pretty sure to grin and foot
the bill.



MEMBERS ADVISORY COMMITTEE

Left to right: (Seated) Messrs. Brunner, McSweeney (Chairman), Fletcher, Jacobs, Hellstrom. (Standing) Messrs. Meisinger, Plunkett. Not present when picture was taken: Messrs. Trayford (Vice-Chairman), Cummings, Langan, Laux, McCarthy, Roeder and Sullivan

CLUB MEMBERSHIP STATISTICS

For those who like statistics, the following figures tell a story about the Traffic Club of New York.

Year	Total Membership
1906	305
1916	1,152
1926	1,698
1936	1,427
1946	2,283
1956	*2,775

*Consists of 1,674 resident; 886 non-resident; 212 honorary and 3 service.

EDITORIAL COMMITTEE

The first issue of the Traffic Club Bulletin was dated November, 1918, at the time when the Great War had ended and the World had been made safe for Democracy. Ralph S. Stubbs, then General Manager, American Sugar Refining Company, was President. Club membership stood at 1196, consisting of 1008 residents and 188 non-residents. Club assets were about \$25,000. We had no home then, other than Secretary Swope's office at 309 Broadway.

President Stubbs selected Edward C. Potter, Jr., Vice-President of Brooklyn Eastern District Terminal, as Editor-in-Chief of the new publication. His instructions were to issue a club paper at periodic intervals, preferably just before each monthly meeting. The paper was to carry news about the Club and its activities, personal news about Club members and traffic items of specific interest. No advertising was to be taken, either openly or in the guise of news.

Our first editor had this to say about his job:

"This new President of ours (Ralph Stubbs), is a man of ideas. One of his ideas is to make other people work. With characteristic ingenuity he sought the most unwilling worker in the Club and imposed upon him the task of editing the paper. Now an editor should confine himself to editing, and therefore he hopes that all the real and would-be authors in the club will so deluge him with contributions that his entire time may be given to finding space for them in future issues of the Bulletin."

The underlining was done by the Editor himself and therefore it is to be assumed that he anticipated that future issues of the *Bulletin* would have to be half Bull—meaning of course that the Editorial Committee would be compelled to "dream up" fifty per cent, or more, of the material that went into them.

Such has indeed been the case. Aside from copies of various speeches and a smattering of jokes and "witty sayings" (some of which are unprintable), very little material is given to the *Bulletin* Editor to edit. He and his Committee have got to go out and dig. But that's part of their job, and they don't seem to mind.

Throughout the years the Bulletin has been issued regularly and economically. Following Mr. Potter's tenure as Editor (1918 to 1920), the Bulletin's editorial staff has been headed by the following members:

- 1921—Howard Elliott—Union Pacific Railroad
- 1922—J. H. Butler—American Railway Express
- 1923—Stanley Todd — American Railway Express
- 1924-1944—Asa Colton—New York University
- 1945-1946—Pete Winters — Frisco Lines
- 1947—S. Bartoletta — North Brad-dock Motor Lines
- 1948—J. D. Spruill—Columbia Carbon
- 1949—F. C. Tighe—Union Carbide and Carbon Corp.
- 1950-1951—L. Johnson — Affiliated Warehouses
- 1952—C. H. Vescelius — American Car & Foundry
- 1953—J. H. Geis—Esso-Standard Oil Co.
- 1954—A. A. Munro—Seatrains Lines
- 1955—A. J. Miller—T.P.&W. Railway; A. A. Munro, Seatrain Lines.
- 1956—C. T. Callahan — M.&St. L. Railway



**CHAIRMAN AND EDITOR
C. T. Callahan**

The Bulletin is presently printed at Peter's Press, 818 Second Avenue. Special plates for pictures have to be

made by a photo-engraver, Mr. William Hauser. It takes about ten days to print a Bulletin, once the material is all in. Then it takes another five days or so to mail them out.

The present Editorial Committee consists of Neil T. Callahan, AEFTM of the M.&St. L. Railway, as Chairman and Editor; Frank Tighe, TM, Union Carbide and Carbon Corp. as Associate Editor, and a staff of eight committeemen which includes former editors Linné Johnson and Dave Spruill.

The Committee tries to cover all the news and events of the club. It stays within the confines of a modest budget of approximately \$4,000 per year.

Getting Out the Bulletin

Getting out a magazine is no picnic.

If we print jokes, folks say we are silly.

If we don't, they say we are too serious.

If we publish original matter, they say we lack variety.

If we publish things from other papers, we are too lazy to write.

If we stay on the job, we ought to be out rustling news.

If we are rustling news, we are not attending to business in our own department.

If we don't print contributions, we don't show proper appreciation.

If we do print them, the paper is filled with junk.

Like as not some fellow will say we swiped this from another magazine.

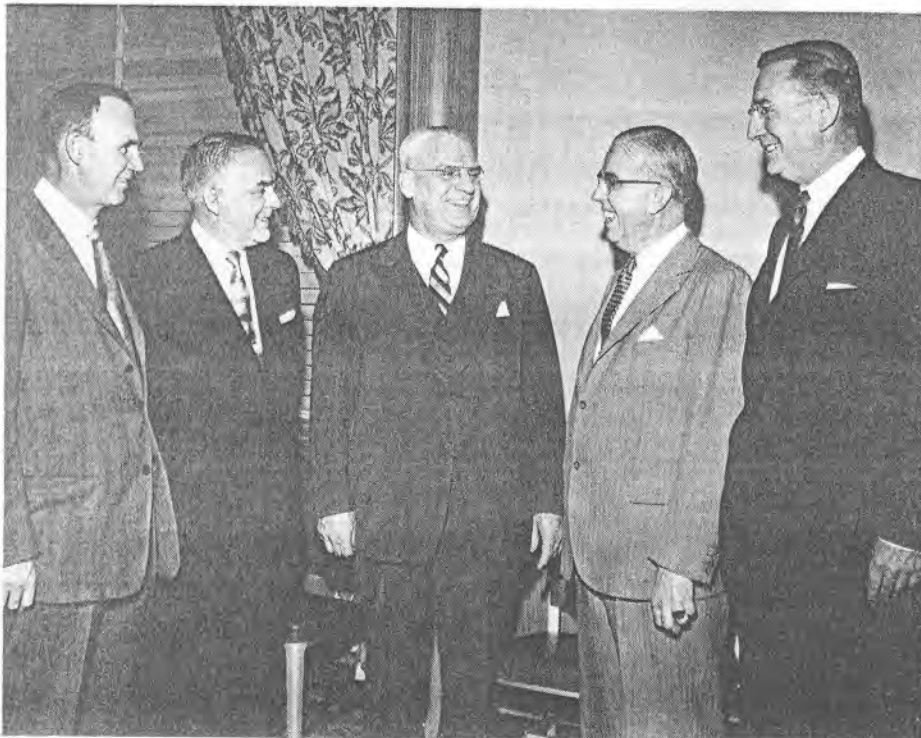
So we did.

EDITORIAL COMMITTEE



Left to right—Monks, Lorden, Loftus, Johnson, Callaban (Editor), Tighe (Associate Editor), Frayer and Lally. (Hedges and Spruill were not present when picture was taken.)

GOLDEN ANNIVERSARY COMMITTEE



LEFT TO RIGHT: W. S. Merrick, A. J. Kroll, W. J. Honan (Chairman), O. H. Grimm and R. A. Julian.

ASSOCIATED TRAFFIC CLUBS ANNUAL MEETING

The plush Hotel Seville in Miami Beach, Florida was headquarters for the 33rd Annual Meeting of the Associated Traffic Clubs of America—October 23-26th. Attendance exceeded 1,000 delegates and visitors from the 212 member traffic clubs which comprise the Association. The Traffic Club of Greater Miami acted as host club.

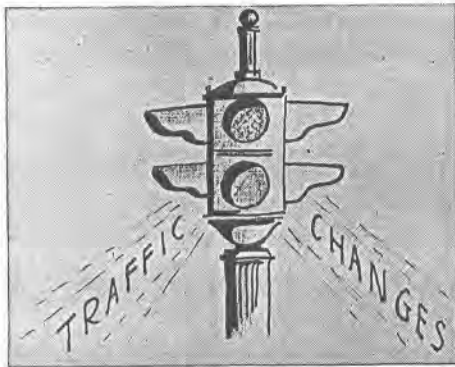
The Traffic Club of New York sent a large delegation of 57 headed by President O'Brien, Vice-President Honan and Board-Chairman Birnbrauer. Two days of meetings, during which our own Harry H. Meyer was elected a Vice-President of A.T.C., were climaxed by a Dinner on October 25th. The Honorable George A. Smathers, Senator, State of Florida, was the principal speaker.

The Traffic Club of New York maintained a hospitality suite in the Hotel Seville which drew many old and new friends. The New York City delegation was well cared for by Ben Gould, whom many will remember as Manager of the Diamond Horseshoe Restaurant, New York City, where some of our former parties were held. Mr. Gould is now Manager of the Hotel Seville on Miami Beach, and promised to personally look after any member of our Club who stops there.

The picture of "Miss Transportation 1956" shown below was snapped in T.C.N.Y.'s hospitality suite on October 24th.



Miss Transportation 1956 Keeps A.T.C. Delegates Transfixed



JOHN G. QUICK has been appointed General Agent, Soo Line Railroad, Woolworth Building, New York 7, N. Y. Prior to this appointment, he was General Agent for the Soo Line in Washington.

JOHN F. BURNS has been named Eastern Traffic Manager and Foreign Traffic Manager of the Great Northern Railway Co., New York, succeeding William B. Hartz, deceased.

AMBROSE T. SIMS has been appointed General Eastern Agent, Great Northern Railway, New York.

MICHAEL A. UNGER has been named General Agent, Great Northern Railway Company, New York.

FRANKLIN FINSTHWAIT has resigned from the Linde Air Products Company to go in the railway supply business for himself. He has organized the Seaboard Sales Corporation, 50 E. 42nd Street, New York, who will act as agents for the Ajax-Consolidated Company of Chicago.

The Northern Pacific Railway have announced the following changes: MR. W. J. LUCHSINGER appointed General Freight Traffic Manager, with headquarters in St. Paul. Mr. GEORGE C. REINHARDT appointed Eastern Freight Traffic Manager with headquarters at 630 Fifth Avenue, New York City. MR. JOHN A. MARSHALL appointed General Freight Agent, New York City.

S. W. M. (BILL) HECKLER has been appointed General Eastern Agent, Ch'go, North Shore and Milwaukee Railway. He will maintain

headquarters at 117 Greenwood Avenue, Jenkintown, Pa., and will handle sales and service matters in this area.

HARRY H. BENEDICT, JR. has been named Eastern Traffic Representative, Benton Rapid Express, Inc. He will open new offices at 11 Park Place, New York 7, N. Y.

The Rock Island Lines have appointed LESTER B. PORTER General Eastern Traffic Agent, New York.

H. W. VON WILLER has been elected President of the Erie Railroad, Cleveland. P. W. JOHNSON has been named Chairman of the Board. R. E. WOODRUFF will continue as Director. M. G. McINNES has been named Executive Vice President. D. R. THOMPSON has been appointed Vice President in charge of traffic. G. C. WHITE will be Vice President in Charge of Operations. All will maintain headquarters in Cleveland.

E. C. MORGAN has been appointed Vice President, Richards Freight Lines Inc., effective October 1st, 1956.

EDWARD M. NUGENT has been appointed District Sales Manager for the New York-New Jersey area of Wilson Freight Forwarding Company. GEORGE BRAUN and CHARLIE DENTE have been promoted to handling national accounts for the entire Wilson Freight Forwarding System.

EDWARD E. VAN SCHAICK has joined Russ Gray of the Railway Sales & Service and will handle sales and service in the Connecticut and New Jersey area.

HARRY C. WALL, H. C. Wall Agency, is now located in the Woolworth Building.

JOHN G. ALBERT, G. T. M., West Virginia Pulp & Paper Co. and an outstanding Director of our Club has been named Chairman of the National Paperboard Association Traffic Committee.

CHARLIE BEPPLER has been appointed to the position of Assistant Vice President in charge of the Judson Freight Forwarding Div. of National Carloading Corp.

I. PEDRICK WRIGHT is now looking for new carload shippers to locate on the Long Island R. R. in his new position as Industrial Agent.

ROBERT J. LAIDLAW has been appointed General Agent, AC&Y RR, New York City.

JAMES J. DREW is the new Vice President, Stockard Steamship Corp., New York City.

RUSS FISH has been promoted to General Freight Agent, Grand Trunk Canadian National Railways, New York City.

I. A. BIONDI has been appointed Traffic Manager, Hudson Pulp & Paper Company, New York City.

LYLE EMERSON has been named Traffic Manager, Continental Baking Company, New York City.

EDSON B. GERKS has been appointed General Traffic Manager, Penn-Texas Corp., with headquarters at 745 Fifth Ave, New York City.

COMING EVENTS COMING EVENTS

December 19th

CHRISTMAS TURKEY LUNCHEON

Hotel Commodore

December 20th

CHRISTMAS OPEN HOUSE

Club Rooms

The BULLETIN

Published by

THE TRAFFIC CLUB OF NEW YORK,
Inc.

OFFICERS

E. A. O'Brien *President*
W. J. Honan *First Vice President*
H. H. Huston *Second Vice President*
A. H. Brown *Treasurer*
G. H. Burtis *Secretary*

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O. C. Birnbrauer, *Chairman*
Morris Forgash, *Vice Chairman*
J. C. Albert W. McGirr
R. A. Julian O. H. Grimm
A. J. Kroll W. S. Merrick
J. W. Terreforte

EDITORIAL COMMITTEE

C. T. Callahan, *Chairman and Editor*
F. C. Tighe, *Associate Editor*
F. R. Frayer, Jr.
J. B. Hedges
Linne Johnson
F. T. Lally
J. L. Loftus
J. J. Lorden
J. P. Monks
J. D. Spruill

Aloysius Routhier, *Club Manager*
Biltmore Hotel
New York 17, N. Y.
Murray Hill 6-5855

NEW MEMBERS

RESIDENT

WILLIAM BANNON, District Sales Manager, St. Johnsbury Trucking Co., 325 West Houston Street, New York 14, N. Y.
THOMAS H. BROCHU, District Sales Manager, McLean Trucking Co., Inc., 490 Greenwich Street, New York 13, N. Y.
PASQUALE CHIMENTO, President, A. B. & C. Motor Transportation Co., Inc., 315 West Houston Street, New York 14, N. Y.
JOHN G. DE BRUYCKER, Manager, Traffic Division, United States Steel Export Co., 30 Church Street, New York 7, N. Y.
JAMES R. FOSS, Freight Representative, Cooper Jarrett, Inc., 100 Water Street, Jersey City, N. J.
JAMES F. GIBSON, Freight and Passenger Representative, Grace Line, Inc., 3 Hanover Square, New York 4, N. Y.
WILLIAM CHAS. HAVENS, General Agent, Passenger Dept., Northern Pacific Railway Co., 830 Fifth Avenue, New York 20, N. Y.
ARTHUR A. MEYER, Director Passenger Fares and Divisions, New York Central Railroad, 466 Lexington Avenue, New York 36, N. Y.

NEIL A. MITTS, General Eastern Passenger Agent, Delaware, Lackawanna & Western Railroad, 500 Fifth Avenue, New York 36, N. Y.

ALBERT M. NEWMAN, President, Ace Air Freight Co., Inc., 330 West 27th Street, New York 1, N. Y.

BERTRAM H. PETERSON, JR., National Accounts Representative, McLean Trucking Co., 490 Greenwich Street, New York 13, N. Y.

ROBERT B. RITCHIE, General Agent, Western Pacific Railroad, 500 Fifth Avenue, New York 36, N. Y.

RAYMOND P. SEDDON, District Freight Salesman, New York Central System, 466 Lexington Avenue, New York 17, N. Y.

GEORGE F. TORNAY, Special Representative, National Accounts, Kramer Bros. Freight Lines, Inc., 125 Third Street, Brooklyn, N. Y.

GEORGE T. WEBER, National Accounts Representative, McLean Trucking Co., 490 Greenwich Street, New York 13, N. Y.

NON-RESIDENT

WILLIAM G. NOE, Vice President, A. W. Hawkins, Inc., Culpeper, Virginia.

METROPOLITAN TRAFFIC CLUB ELECTS NEW SLATE

At its regular monthly meeting held at the Hotel Commodore, September 13th, the Metropolitan Traffic Association elected the following gentlemen as its officers during the coming year.

President: Joseph A. Dowling
1st V. P.: Walter Dempsey
2nd V. P.: George J. Braun
Treasurer: Fred J. Wenk
Secretary: Gerald A. Parker
Financial Secy.: Arthur A. Allen

Messrs. Daniel J. Bruno, A. A. Donovan and Anthony White were elected to serve as members of the Board.

BOB CULLEN CELEBRATES FIFTY YEARS WITH G.E.

Mr. R. J. F. (Bob) Cullen, V. P., General Electric Supply Company, New York City, has just completed fifty years of service with his company.

All of us join with his host of friends in congratulating Bob on this fine record of achievement.

TRAFFIC CLUB TOASTMASTERS



The first meeting of the Traffic Club of New York's Chapter of Toastmasters, International, convened in the Club library on Wednesday, October 17th, from 5:30 to 7:00 P.M. "Toastmasters International" is an organization designed to enable businessmen to improve their speaking abilities through practice and criticism. Member groups are autonomous but are aided by educational materials supplied by Toastmaster headquarters. Members are trained to speak on any occasion, and a unique system gives everyone an opportunity to be a critic as well as a speaker.

George Reinhardt, Chairman of the Historical and Fine Arts Committee, organized the group and is being assisted by Frank Rahn.

A second meeting on October 27th brought out a good attendance. A cup for the best speech of the evening was awarded to Al Spette, Assistant General Passenger Agent, New Haven Railroad.

It is not yet too late to join this group. Any club member interested should promptly contact George Reinhardt.

BERT GIGGER TESTIMONIAL

H. A. (Bert) Gigger, General Freight Agent of the New Haven Railroad, retired last month. He carried with him his company's appreciation of his many years of loyal and efficient service.

His transportation friends presented him with a gift and an album of business cards. Good luck, Bert!



**GOLDEN
ANNIVERSARY**

1906

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1956